The Outlook

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THE BAKER-LANE CONTROVERSY

An unfortunate difference of opinion, which has figured in the press despatches as a controversy, has arisen between two elements in the Administration, one represented by Secretary Baker, the other by Secretary Lane. These two groups represent two attitudes of mind on the part of Government officials toward the problem of the purchase of supplies. One group approaches the problem with something like distrust of the producer, and insists that the producer shall come to its terms; the other group evidently believes in enlisting the co-operation of the producer and in reaching terms on a basis of negotiation and mutual understanding.

The occasion through which this difference of opinion became publicly known in a rather dramatic way was in the course of negotiations over the cost of coal for the Government. The Federal Trade Commission was recently requested by the President to ascertain for his information the cost involved in coal production. Ex-Governor Fort, of New Jersey, now one of the Federal Trade Commissioners, together with Secretary Lane, of the Department of the Interior, met with the mine-owners and decided, with the approval of the operators, what should be the highest price paid at the mine for coal by the Government. When this price was announced, however, Secretary Baker, of the War Department, who is the President of the Council of National Defense, wrote a letter to the Council disowning the agreement. He stated that the Council's Committee on Coal Production was a purely advisory body with no power to fix prices. He characterized the price of $3, agreed on as a maximum, as "an exorbitant, unjust, and oppressive price."

This position of Secretary Baker in insisting on what is called bottom prices, like the position of Secretary Lane in undertaking to reach an understanding with producers as to fair prices, is patriotic in purpose. Each position is evidence of a spirit of public service. There is, however, a wide difference in the conception as to how public service can best be rendered.

The same difference of opinion on this point has been shown by Secretary Daniels, of the Navy Department, in contrast with the attitude of General Goethals, the executive head of the Government shipping corporation, over the question of steel for ships. The one group believes in using severe methods in dealing with producers and in postponing action until prices are beaten down to a minimum. The other believes that it is better to proceed, on a basis of confidence and mutual understanding, to a quick agreement on a fair price, subject to revision later.

Men who are accustomed to dealing with large transactions are naturally impatient of the methods of small dickering, and their instinct in this respect is justified by experience. Some weeks ago, for instance, when the market price of copper was about 35 cents a pound, the Government, acting on the principle of beating down the price to a minimum, insisted on setting the price at 16⅔ cents. Then it needed some three hundred million pounds more. It found that the copper was not on the market. It discovered that under this regulated price of 16⅔ cents copper was not produced because it did not pay producers to provide it. So the Government was compelled to raise its price to 25 cents. The Nation will perhaps not suffer severely by experimenting with copper prices; but experimenting with coal prices in this fashion would bring great hardship, suffering, and possibly severe injury to the population of the United States. Coal is something that not only the Government but the people themselves must have. For the Government to beat down the price of coal for Government use to such a figure that the producers will try to recoup themselves by charging higher prices to the public at large would be of very questionable service to the Nation.

The man whose patriotism is denied at the outset is not so likely to be patriotic and public-spirited as the man whose public spirit and patriotism is taken for granted. The method of co-operation not only brings better results in the shape of better prices ultimately, but it insures more speedy action. And to-day, after two and a half years of unpreparedness, the Nation cannot afford to waste anything, least of all, time.

THE EXEMPTION REGULATIONS

The President has issued a proclamation covering further details of the process of calling into Federal service under the selective draft the men who are registered for the new Army. He says:

> The regulations have been drawn with a view to the needs and circumstances of the whole country and provide a system which it is expected will work with the least inequality and personal hardship. Any system of selecting men for military service, whether voluntary or involuntary in its operation, necessarily selects some men to bear the burden of danger and sacrifice for the whole Nation. The system here provided places all men of military age upon an even plane, and then, by a selection which neither favors the one nor penalizes the other, calls out the requisite number for service.

According to these regulations, the local exemption boards are authorized to release from service those who come under the following heads, each case to be tried individually:

Certain Government officials, ministers, students of the ministry, resident aliens who have not taken out their first papers, all subjects of Germany, workmen employed in the armories, arsenals, and navy-yards of the United States, licensed pilots and mariners actually employed, any married man whose wife or child is dependent upon his labor for support, any son of a widow or of aged or infirm parents, any father of a motherless child under sixteen years of age, any brother of such a child who has neither father nor mother and who is dependent upon his labors for support. The regulations also provide for the exemption of any person who is found to be a member of any well-recognized religious sect whose principles forbid participation in war, and also, in somewhat strange juxtaposition, any person who has been convicted of felony and sentenced. Cases of men claiming exemption as agricultural or industrial laborers in necessary industries will be decided, not by local, but by district boards—one for each Federal Judicial District—boards which will also decide appeals from the decisions of local boards.

It remains for the President to announce the method of choosing by lot those who must serve if not exempted. Indications at present point to the numbering of all those subject by draft and the determination of those who are to serve at a single drawing in Washington. Such a method would be wise in that it would eliminate still further any possibility of local political favoritism.

THE DEPARTURE OF THE MARINES

In this week's illustrated section of The Outlook there is a page of pictures telling the story of the departure of the Marines for France. No reporters or press photographers witnessed the departure. The only account of the departure which has been given to the public comes from the Marine Corps itself. We quote from the account:

> On the parade grounds a sailor baseball nine from one of the battle-ships was practicing. The Marines slipped away so quietly that the ball-players did not know until afterward that they had missed seeing the departure of a regiment of 2,700 men bound for the battle-front.
>
> At 2:30 o'clock of the afternoon of the departure the baseball-players had the parade ground all to themselves, and no one was

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in sight on the street in front of the home of the post commander of Marines but a small boy in rompers playing with a fox terrier. A few seconds later the head of a column of soldiers of the sea in khaki and in heavy marching order swung into the brick-paved street in front of the post commander's house, stepping along so briskly that the sound of their shoes upon the pavement was more like a crackle than a tread. The Major-General Commandant and a little group of other officers from headquarters took up posts on the turf of the parkway beside the curb. A sergeant of Marines in khaki came trotting across the parade ground, set up a motion-picture camera, and began to crank. Another sergeant was snapping "stills" as the column came to a halt and faced about toward the group of officers.

The company officers of the battalion stepped out in front of Major-General Barnett and saluted. For half a minute the Corps' commandant addressed them. He spoke in an every-day, conversational tone which could not be heard a dozen yards away, and his message was simply that he trusted that the Marines who were setting out that day to fight under General Pershing would stanchly uphold the high traditions of the Corps.

A quarter of an hour later a rumor came to the bluejacket ball-players that the Marines were boarding ship. The sailor beside the home plate dropped his bat and ran toward the street, his team mates close behind him. But they were too late to catch even a glimpse of the rear-guard. The Marines, just as swiftly and quietly as if they were on their way to Haiti, Santo Domingo, Vera Cruz, or Nicaragua, had departed. Setting out for the front is, it should be explained, an every-day affair with the Marines. They don't believe in kicking up a fuss about it.

This is how the Marines went to war. Still waters run deep. Such an incident as this is a good omen of the seriousness with which the country is undertaking the vital task before it.

THE AIR SERVICE

Arguments and evidences multiply day by day for the immediate strengthening of our air service. To many trained observers it appears that the air is the one field in which the United States can make an immediate and effective contribution towards bringing the war to a successful conclusion.

In the "Scientific American" for June 30 there is an article by C. K. Claudy which discusses the problem before our Aircraft Production Board. According to this article the sending out of one thousand aviators and one thousand battle-planes to Europe would be twice as effective as the sending of half a million troops, the greatest number which we can probably send within a year.

The great and immediate problem before the United States is the organization of its vast industrial machinery for the production of airplane parts in quantities.

To this problem the Aircraft Production Board has already begun to work out the solution:

> They have taken a complete census of every automobile and motor plant in the country. They know the factories in other lines which may quickly be rearranged for aeroplane construction. They have assembled in Washington the leading motor engineers of the country—and they are some very eminent gentlemen—to combine their great experience into one standard motor, perhaps to be called the "U. S. Motor."

Of the Aircraft Production Board Mr. Howard E. Coffin is chairman. Mr. Coffin and those who are working with him on this Board, who have come from both civil and military life, are practical men. The article in the "Scientific American" continues:

> No idle theories of plane manufacture have held its attention to the exclusion of that equally important phase—man training. Three great aviation fields are now being rushed to completion, others already authorized are being selected, training methods have been brought to us by our Canadian brethren in arms, young men are now being trained for aviation school work (six thousand aviators will be ready for service at the end of this year as a minimum, and a vastly increased number if the greater programme is adopted by Congress).
>
> The Aircraft Production Board does not plan the mere training of a student in the art of flying—it is almost a secondary consideration. The airman of to-day must know military drill, machine-gun work, artillery observation, bombs and bombing, wireless and signaling, theory of flight, types and care of various machines, tools, map-reading, reconnaissance, photography, engines, motorology and something of meteorology, and finally cross-country and general flying.

Among those who are working along the same lines as the Aircraft Production Board is Mr. Orville Wright, in whose laboratory at Dayton, Ohio, many of the problems connected with the construction of American aircraft are being scientifically studied. Mr. Wright pays this tribute to the men of the Aircraft Production Board. He says:

> These men are working night and day, without salary and to the financial detriment, of course, of the concerns of which they are the moving spirits. They are actuated by no motives other than that there shall be assembled the greatest number of airplanes of the best sort in the least time.

Mr. Wright is another close student of aerial warfare who believes that the end of the war will come when the United States has won for the Allies the mastery of the air.

LLOYD GEORGE ON POSSIBLE PEACE TERMS

Two addresses made by the British Prime Minister, Mr. Lloyd George, one at Glasgow and one at Dundee, are regarded as an indication that a more or less explicit understanding has been reached between Russia and Great Britain, and that the recent reply of Great Britain to Russia's note of May 3 has cleared the air. In that reply Russia was assured that Great Britain considered that the agreements between the two countries were not contradictory to Russia's declaration that it did not aim at dominating other peoples or occupying foreign territory by force, but desired to establish durable peace on the basis of the rights of nations to decide their own destinies. To these principles Great Britain agreed, and it offered also to examine and revise existing treaties with Russia if necessary. But it was also made clear, and has been made still clearer in these speeches of Mr. Lloyd George, that Great Britain has no intention of so interpreting the Russian ideals as to allow Germany to thwart the righteous purposes of the Allies by a doubtful peace. As Mr. Lloyd George put it, if the war should end a single minute before the Allies' armies reach the aims which they had when they accepted Germany's challenge, it would be the greatest disaster in the history of mankind. He admitted that Russia's political distractions had postponed complete victory, but he believed that Russia's renewed strength would make that victory more complete than ever. He believed also that America, "always the mainstay of freedom," would by its aid assure that complete victory.

Specifically, Mr. Lloyd George refused to believe that Germany had the slightest idea of restoring the independence of Belgium. He refused also to entertain the idea for a moment that Germany should establish power and influence over Palestine or Mesopotamia or Armenia; while as to the German colonies now held by Great Britain, he declared that their future must await the result of the great international peace conference which must precede any durable peace. He repeated plainly and clearly the Allies' demands for guarantees against German future aggression and future diplomatic plotting.

The whole tone of these two addresses was confident and courageous. The submarine danger was recognized frankly, but the Prime Minister pointed out that the munitions reserves and the food situation were such that he had no question that Great Britain could prosecute the war to a successful termination.

THE NEW RUSSIAN OFFENSIVE

The moral effect of the new advance of General Brusiloff's forces is even more encouraging than the military success gained. This moral triumph is for the patriotic and energetic Russian Minister of War, as well as for the army and its commander. Mr. Kerenski has done wonders in reorganizing the army, in restoring discipline and courage. He has urged and ordered the present movement. It is reported that he even went in person to the front-line trenches and gave the word to advance. On July 1 Mr. Kerenski telegraphed to the head of the Provisional Government, Prince Lvoff, that the Russian revolutionary army had taken the offensive. The next day came the news that the army had captured the fortified town of Koniuchy, that it had

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taken ten thousand prisoners, and that its attack was continuing along a line of considerable length. This is a renewal of the movement against Lemberg which General Brusiloff was carrying on with such vigor last year when the Russian activity was stopped—partly, probably, because of the lack of munitions, partly because of the disturbed political conditions that preceded the Revolution.

The town of Koniuchy is southeast of Lemberg and a short distance north of the town of Brzezany, which is also an object of attack as we are writing (July 3). The Russian losses are admittedly large, but this is an evidence of the fierceness and extent of the fighting they have been doing. There seems to be justification for Mr. Kerenski's assertion that the offensive will prove to the world Russia's fidelity to the Revolution and its love for liberty. He has reason to believe that, as he says, "the free Russian soldiers are consolidating by their offensive a new discipline based on the sentiment of civic duty."

Russian activity is also reported on the borders of Persia and in Mesopotamia. This, too, is welcome as evidence of aggressive Russian spirit.

Whether or not General Brusiloff succeeds in crushing the Austrian and German forces opposed to him, and in pushing forward his attack on Lemberg and perhaps also on Kovel, it appears certain that he is developing such large military activity that Germany must now think very seriously before weakening its eastern line any further to strengthen its western line. That Germany's western line needs strengthening is evident when the nearness of the British forces to Lens is considered. In the last days of June the British forces advanced, it was stated, within a mile of the center of Lens at one point, and all along a front of four miles there was a steady forward advance. This was supplemented by gains made in a separate attack against the village of Oppy, about six miles to the southeast of Lens. Here the Canadians took the brunt of the attack, and, although the Germans held their ground, their losses were heavy.

At the end of our week (July 3) the activity in the Lens sector has temporarily subsided, and some German gains have been made by counter-attacks. It is believed at this time, however, that the British are renewing their strength and munitions for another tremendous blow; this would be carrying out the general method of their long series of advances.

A feature of the fighting on the western line was an attack in force by the Germans once more against the Verdun front. The points of attack were the famous Dead Man's Hill and Hill 304. The Germans claim that they gained some ground on the slope of Hill 304, and that they took something like five hundred prisoners. This attack also has died down as we write, and the French appear to be holding the main position steadfastly.

IN GREECE

The situation in Greece continues to be promising for the ultimate advantage of our allies. Mr. Venizelos has returned to Athens and has assisted in forming a Ministry. of which he is to be head. Reports indicate that King Alexander has agreed with Mr Venizelos that measures shall be passed by the proposed Constituent Assembly to lessen the royal power, and in particular to make it impossible for the King to dissolve the Chamber of Deputies or arbitrarily to dismiss the Ministry. Allied troops occupied Athens for a short time, but were withdrawn when a regiment of the Venezelist pro-Ally army took their place.

The indications are that Greece is ready, or nearly ready, to enter the struggle, and that Greek forces may play a prominent part in the war in conjunction with the armies of the Allies at Salonika and in Macedonia.

SIR HERBERT TREE

The death of the distinguished English actor Sir Herbert Beerbohm Tree occurred in London on July 2. As an actor he was admired in America as well as in his own country. It has often been said that since the death of Henry Irving no English actor has rivaled Sir Herbert in the depiction of the great Shakespearean parts. His versatility was remarkable, and the list of the plays in which he made successes is not only one of great length, but one which covers a wide range of dramatic expression. He did not disdain to play in melodrama; neither did he disdain to exercise his art for the film drama. One of his most recent appearances in this country was in an adaptation of the part of Thackeray's Colonel Newcome in a play of that name. As a manager of famous London theaters Sir Herbert was eminently successful. His career on the stage extended over forty years, and even earlier he had made his mark in amateur theatricals. He was knighted by King Edward VII in 1909. His knighthood was a recognition not only of his eminence in his profession, but especially of the services rendered by him in the Shakespearean Festival of 1905, when for an entire week he produced a different play of Shakespeare's every day, sustaining the leading rôle in each play.

WILLIAM WINTER

William Winter, dramatic critic and poet, died on June 30. For many years his writings in the New York "Tribune" and his volumes on actors and acting provided his readers with perhaps the most trenchant and stimulating criticism of the American stage and its traditions which was to be found.

William Winter belongs to the group of those writers who in their individuality and personality seem to sum up the characteristics of the period which they represent.

Towards the end of his career as a dramatic critic there were some who felt that Mr. Winter in his eagerness to defend the traditions and customs of the older stage was blinded somewhat to the merits of the new. His own explanation of his attitude is contained in his volume "Vagrant Memories." In this he said:

> I have no sympathy with any form of bigotry, and especially I repudiate the bigotry that would unduly extol the past in order, by invidious comparison, to depreciate and disparage the present. Nevertheless, when I contemplate the condition of the contemporary stage—a condition which I know to be in some respects degraded and deplorable, but which I believe to be temporary—I am impelled to cling, with a tenacity which I cannot deem unreasonable, to my stanch preference for that older and better school of acting in which impersonation and elocution were equally cultivated and exemplified, and for that affectionate, romantic popular feeling relative to the stage which once was widely diffused, but which is dormant now.

The fact that many people believed that the opposition to much of Mr. Winter's criticism of the contemporary stage was based on commercial rather than artistic grounds aroused for the veteran critic a wealth of sympathy. He was a figure whose passing from the stage of American life deserves to be recorded with respect and affection.

EX-JUSTICE MOODY

Among public servants William H. Moody, former Attorney-General of the United States and Justice of the Supreme Court, who died last week at Haverhill, Massachusetts, was distinguished for many fine qualities of mind and character. His intellectual power, resourcefulness, and acuteness, great as they were, would never have enabled him to serve his country as he served it if those mental qualities had not been combined with an extraordinary fidelity to duty and a high sense of the obligations of public office.

A graduate of Phillips Andover Academy and Harvard University, and a member of the bar, he became successively City Solicitor of Haverhill, Attorney for the Eastern District of Massachusetts, and Representative in Congress. Because of the distinction of his service and the spirit in which he served, he was chosen by President Roosevelt as Secretary of the Navy in 1902, in which office he served for two years, when he was appointed by President Roosevelt as Attorney-General of the United States.

As Attorney-General Mr. Moody was called upon to institute on behalf of the Government proceedings which were destined to settle the great question whether the Government was to be the master or the servant of the great industrial corporations.

After two years and a half of service as Attorney-General

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he became, in December, 1906, by appointment of President Roosevelt, Justice of the Supreme Court, where he remained for just under four years. In November, 1910, he retired because of the illness from which he suffered to the end of his life. Though his term of service on the Supreme bench was brief, he proved to be one of the great Justices in our history. Exactly the same qualities that made him a fine public servant in legislative and executive office made him a fine public servant in the judicial office. Even those who have been following with close attention the progress of democracy toward the ideal of combined liberty and law find it difficult to realize that some of the questions which are regarded as settled beyond any sort of doubt to-day were a matter of fierce debate only twelve years ago. And if some of those questions are absolutely settled for all time now, it is largely because of the clear mind and statesmanship of William H. Moody. Mr. Roosevelt, at the time of his retirement from the bench in 1910, wrote an appreciation of Mr. Moody's career, and in the course of his article Mr. Roosevelt summed up Justice Moody's achievements in this sentence:

> It is not a difficult thing to find an upright man who as judge will do justice between individuals; but it is a very difficult thing to find the far-seeing statesman who on the bench will with wisdom and firmness shape the course of governmental action so that the National and State governments shall completely cover the whole field of governmental action in order that there shall be left no neutral ground wherein astute men, protected by contradictory judicial decisions, may work wickedness uncontrolled by either State or Nation.

This sentence of Mr. Roosevelt's characterizes the field in which Mr. Moody's highest service was rendered.

WILLIAM DE WITT HYDE

On June 29, in the death of President Hyde, of Bowdoin College, there passed away a New Englander of National and international influence as a Christian educator, thinker, writer, and administrator. Graduated at Harvard in 1879, at Andover Theological Seminary in 1882, and ordained in 1883 to the pastorate of the First Congregational Church of Paterson, New Jersey, he was called to the presidency of Bowdoin in 1885, one of the youngest men ever inducted into such an office in America. He brought to it a mind matured and enriched by study, especially in ethics, religion, theology, and philosophy. These were the chiefly recurrent themes in the many books he published—the first ten of them in eleven years, 1892–1903. Bowdoin soon realized his efficiency, and responded to his wise and vigorous initiative. To all his other labors he added active co-operation with the Maine Home Missionary Society, and made his influence felt throughout the churches of the State, particularly in yoking together little churches too weak to maintain a pastorate separately. From first to last his career was characterized by practical sagacity, absolute sincerity, manly courage, tenacity of purpose, and untiring industry.

THE ST. LOUIS RIOTS

According to press despatches of July 2, a serious race riot raged in East St. Louis, Illinois, which cost the lives of more than twenty Negroes and whites, and caused widespread destruction of property. It is said that the cause of the riot was the dissatisfaction over the importation of Negro labor from the South.

News reports of such a riot as has taken place in East St. Louis are hardly ever detailed or accurate enough to permit the reader to apportion the true responsibility for the breakdown in the machinery of law and order. Two facts, however, are self-evident.

The first is that the not infrequently self-righteous North has again demonstrated the fact that it has no right to assume the "holier than thou" attitude towards the South in regard to the race question. Given the same cause for economic jealousy and racial antagonism, the same result is likely to follow whether above or below the forgotten line of Mason and Dixon. The truth of this statement will be brought home more emphatically to citizens in the Northern States if the present migration of Negroes from the South becomes a permanent transfer of population.

The only cure for such racial antagonism and jealousy as has been manifested in East St. Louis is a gradual process of education and development of interracial toleration and co-operation—such a process of education as the best minds of the North and the South have whole-heartedly entered upon.

Outside of the race question the East St. Louis riots again demonstrate the fact that the weak government is the government which invites riot and anarchy. The strong government buttresses liberty. The weak government and the weak official permit liberty to crumble away in social disorder. The police officials of East St. Louis have obviously failed to reach those standards of discipline and decision which we expect as a matter of course from men in the Regular Army or in such a State police as that of Pennsylvania.

THE NEW YORK POLICE AND THE COMING MUNICIPAL ELECTION

It does not seem possible for New York City to approach a municipal election without the attempt on the part of some of her citizens to make the administration of the police a political issue. Generally, when Tammany has been in control, the reputable citizens of New York have found ample warrant for making a political issue of the administration of the police. Now there are indications that the forces hostile to Mayor Mitchel and his able associates are attempting to make capital from a tragedy which recently has been discovered.

Some months ago a young girl, Miss Cruger, disappeared from her home. The police were unable to trace her or to evolve any convincing theory as to the cause of her disappearance. She was last seen entering a shop kept by an Italian named Cocchi, where she had gone to get her skates sharpened. Despite this fact, and the fact that Cocchi shortly after disappeared, the police apparently made no very great efforts to investigate the Italian or his business premises. At least, if they did, they were unsuccessful.

Miss Cruger's family were convinced that the Italian was responsible for the disappearance of the young girl, and under the energetic leadership of a woman lawyer, Mrs. Grace Humiston, an exhaustive search was undertaken. It ended in finding the girl's body concealed under the cement flooring in the basement of Cocchi's shop.

When these developments were brought before Commissioner Woods, instead of attempting to conceal the inefficiency of the police, he began at once to ferret out every clue which could aid him in determining the men responsible for the failure to apprehend the murderer.

Previous police administrations have attempted to conceal their mistakes at the expense of efficiency. Commissioner Woods has given unmistakable evidence that no such procedure will be tolerated under his leadership. Instead of the Cruger case proving a stumbling-block to the present administration of New York, it constitutes a striking proof of its honesty and general efficiency. The comparison of this case with the Rosenthal case, which some have made, where a lieutenant of the police ordered the murder of an enemy and waited on the telephone until the news of his death was reported, is so ridiculous that it ought to be laughed out of court without a hearing.

RAILWAY RATES

A man wishes to send a package or a car-load of stuff from the place where it is produced to the man who wants to use it. Generally, it is carried by a railway. The man who sends it is a shipper and the railway company which carries it is a carrier.

The carrier charges different rates for different commodities and for different distances. These rates have often been unfair—either too low, because of ruinous treatment of each other by rival carriers, or too high, because there was only one carrier in the particular part of the country involved.

To control carriers operating in more than one State the Federal Government, under the Federal Constitution having power over inter-State commerce, established an Inter-State Commerce Commission to regulate rates. Thereafter, if either the shipper

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CARTOONS OF THE WEEK

Rehse in the New York World

NEXT!

Scott in the Cleveland Leader

ON THE RIGHT ROAD AGAIN

From the London Evening News

HISTORY AS IT MIGHT HAVE BEEN

Peace Crank (to St. George): "Before you go on with the fight, young man, I want you to solemnly declare upon oath that you'll do nothing really injurious to the dragon."

From the Passing Show (London)

THE CRYING NEED

Would-be Rationer: 'Do you know of any pill to cure a healthy appetite?"

Pease in the Newark Evening News

"HURRY UP WITH THAT HOOP"

Harding in the Brooklyn Eagle

THE "BIG PUSH!"

Carter in the Philadelphia Press

"WE TOLD YOU SO!"

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or the carrier deemed the Commission's rates unreasonable appeal could be made to it for a change.

For seven or eight years railway men have been warning the public that they were not able to keep abreast of the Commission's requirements. Not since the completion of the Chicago, Milwaukee, and St. Paul Railway to the Pacific coast has there been any important addition to the country's railway mileage. In the opinion of competent authorities, our carriers should have been spending a billion dollars a year to open up the new territory which needed railways and to enlarge their facilities to meet the rapidly growing volume of general transportation demand.

Nearly a year ago, when it was seen that the railways would have to pay some sixty million dollars because of the passage of the Eight-Hour Law, President Wilson recommended that Congress declare its belief in the reimbursement of the railways for the cost of that law if it was found to add a new and heavy burden of expense. But this was not done.

Matters went on from bad to worse. We have already called attention to the fact that the high prices of lumber and flour are not because there is not enough of these commodities in the country, but because they cannot be delivered. During the past twelvemonth the producers of lumber in one territory alone, with the material ready for shipment, have been 30,000 car-loads short in meeting their orders. The carriers have lately been taking off passenger trains and Pullman cars so as to keep freight moving wherever possible.

Both shippers and carriers became alarmed. A proper readjustment was as necessary to one class as to the other. Both appeared at hearings recently held by the Inter-State Commerce Commission on the carriers' petition for permission to increase their general freight rates by fifteen per cent. Even the fifteen per cent would not cover their increased operating costs, they asserted, including the higher taxes, wages, and expenses compelled by law. But higher revenues were imperative if the railways were to be efficient.

The shippers were divided in opinion. Some contended that no increase was needed, as the trouble was one of faulty car distribution, and that this has now been met by the passage of the Pomerene Car Service Law, which will improve transportation conditions and secure additional revenue in giving to the Inter-State Commerce Commission full authority over the movement, distribution, exchange, and return of freight cars. Other shippers, however, admitted that their orders had been held up because of an actual car shortage, and they were ready to agree that the railways should enjoy some increase in rates, provided this would result in early betterment of their car service.

THE INTER-STATE COMMERCE COMMISSION'S DECISION

The conditions just described have been those of the fairly normal times of rapidly increasing trade. But because of the war, conditions have been becoming more and more abnormal. While war demands have brought better wages than ever to labor and better prices than ever to farm products, and also to the coal, iron ore, copper, lead, zinc, and other mining industries, they have also brought about more and more congestion of traffic. The mine operator, for instance, with no shortage of material at his mine, has been unable to deliver his product because rails, sidings, yards, and terminals have been covered with loaded cars. There have not been enough locomotives to move them; and where there have been enough locomotives there have not been, for foreign orders, enough ocean-carrying vessels to take the material away. Meanwhile domestic, and especially foreign, orders have kept pouring in, demanding goods at any price. Under such circumstances, of course prices rose. In some cases coal prices advanced more than a hundred per cent, and the prices of iron and steel mounted to new high levels.

Both shippers and railways profited. At the recent hearing figures were given to show that for the railways as a whole the year 1916 was the most prosperous on record, and that the returns for 1917 would be higher than those for 1916. To this the carriers replied that the increase in operating costs had grown out of all proportion to the increased business.

The first statement, however, formed the basis for a majority decision by the Commission against granting the carriers' appeal for a horizontal increase of fifteen per cent on all freight rates. But the Commission did grant to the roads a fifteen per cent increase of rates on certain commodities, such as coal, coke, and iron ore. In reaching this decision the belief was expressed that the carriers had failed to prove that they were facing a crisis or that the increase asked by them was a necessary war measure.

On the other hand, the dissenting opinions would indicate that the carriers are facing a crisis, both general and special. As Commissioner Harlan says: "So long as we look to private interests to furnish a transportation service for the country we must see to it that the rewards are sufficient to attract capital for its further development. Under present conditions this appears not to be the case." And concerning the plea for a grant of increase of rates as a necessary war measure, Commissioner McChord says: "We realize that the conditions of the railroads to-day present a menace to the country, not alone to the owners of the properties, but as affecting directly the international situation. It is absolutely essential that the railroads of this country shall be in splendid working order. . . . Rate increases, made necesary by war conditions, should be borne by all sections of the country and all classes of traffic."

The Commission defers further consideration of the subject until October 28. This indicates, we think, that the Commission wishes, in particular, more conclusive proof of the effect of the war upon the carriers before granting the increase asked. While the carriers are disappointed at the Commission's present refusal, they hope for ultimate success because of the Commission's promise to keep in close touch with the operating results of the companies, and "if it shall develop that the fears which have prompted the carriers are realized, or that their realization is imminent, we shall be ready to meet that situation by such modification or amplification of the conclusions and orders as are shown to be justified."

MONARCHICAL GOVERNMENT IN CHINA?

On July 2, so a despatch from Peking announces, General Chang-Hsun, one of the revolutionary leaders, informed President Li Yuan-hung that he, Li, must retire from the Presidency, as the Manchu Emperor Hsuan-Tung had been restored to the throne. Another despatch says that Hsuan-Tung has issued a mandate announcing his succession to the throne. Hsuan-Tung was the Emperor's reign-title. His real name is Pu-yi. He is eleven years old. In 1908 his uncle, the Emperor Kuang-hsu, died, and, as the Chinese rule of succession is that a son or nephew or male relative in the next younger generation designated by the deceased Emperor shall succeed, the little Pu-yi became Emperor at the tender age of two.

At that time the Empire was governed under the regency of Pu-yi's father, Prince Chun. Then came the Republic, and in 1912 Pu-yi had to abdicate.

Some months ago it was announced that Pu-yi would complete his education in America, following the now time-honored precedent for the choice of American educational facilities for Chinese boys—time-honored indeed, for the first Chinaman to receive education here was the late Dr. Yung Wing, who was also the first Chinaman to receive a degree in an American university. Dr. Yung returned to his country in 1859.

If Hsuan-Tung does again occupy the throne, he will doubtless owe it to General Chang-Hsun, who should be considered as apart from the other military leaders, the revolution having developed into a triangular fight; he was, and is, a powerful *tertium quid* who might moderate between the militarist, revolutionist Government which has now set itself up at Tientsin and the parliamentary party at Peking. For four years Chang, who is the Military Governor of Anhwei Province, has encamped his forces along the railway from Nanking to Tientsin. The fear frequently felt that his aim in this was the restoration of the Manchu monarchy would now seem justified.

Ever since Li Yuan-hung succeeded to the Presidency, a year ago, on the death of Yuan Shi-kai—shortly after Yuan had attempted to change back the Government in China to a monarchy—there had been much trouble with northern military leaders, including Chang, who were more or less openly in sympathy with the monarchical idea.

These leaders, however, have been under no delusion as to

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the strength of republican sentiment in China, not only in the south, where it is practically universal, but also in many parts of the north. The question is therefore, as it has long been, whether a monarchy—doubtless now a constitutional monarchy—is really better adapted to the whole of China than a republic would be. While it has taken considerable root in national and international esteem, the present Republic is not to be taken as indicating the kind of government which should ultimately be developed in China—a government thoroughly representative, whether its executive be an Emperor or a President.

JAPAN, CHINA, AND AMERICA

The situation in China has now been discussed in the Japanese Parliament. Apparently indicating that Japan wished to see a divided China for the present, Yukio Ozaki, leader of the Constitutional party, charged that the Government was, in practice, supporting the Chinese northerners, or the party of militarism, as against the southerners, or the party of constitutionalism. In reply Premier Terauchi declared that Japan was steadily adhering to a non-interference policy, but was "merely encouraging and guiding China"—whatever that may mean. As to China's possible entrance into the war, he did not believe, he added, that it would have an immediate and beneficent effect upon Japan and her allies, but he thought it would prove beneficial in the future.

As to Japan's interest in American relations with China, we heartily welcome the decision to send to this country a Japanese mission, headed by Viscount Ishii, ex-Minister of Foreign Affairs. The mission will doubtless more clearly depict to the American people Japan's purposes in China. We can all understand the very natural and legitimate wish of Japan to be in the Far East such a leader as the United States is in the Western Hemisphere, and we recognize her ability to be that leader. What we do not understand, however, is whether this is Japan's entire aim. We do not covet territory in Central or South America. Does Japan covet territory in China? We ask no special trade monopoly to the south. Does Japan to the west?

"The United States has looked at the Chinese question from a sentimental point of view," says Dr. Iyenaga, director of the East and West News Bureau, in an article published in the New York "Evening Post." So we have—from a standpoint of sentiment reflecting disinterested friendship. We will walk with Japan as long as she walks with us. And that should be always.

"Let me say to you quite frankly," remarks Dr. Iyenaga, "that Japan will resent an attempt at extending the political influence of the United States in China. But it must be clearly understood that this does not involve any curtailment of the privileges of commercial and industrial expansion which the United States may seek in China. Our political interests in China are greater than yours. China is closer to us. But there is no disposition on the part of Japan to close the open door or to create inequalities in the terms on which the United States may engage in Far Eastern trade."

COMMUNITY CANNING

With the planting of very many extra food gardens this year, stimulated by the Department of Agriculture, the National Emergency Food Garden Commission, the Mayor's Committees of various cities, the National Plant, Flower, and Fruit Guild, and other organizations, we are now enjoying an unprecedented supply of kitchen garden produce. There is much more than is required for immediate use.

Any excess should not be wasted. It should be stored for use next winter, and thus avoid the payment of high prices then to grocers and middlemen, cold-storage people, and transporters.

This is now so widely recognized that all over the country economical housewives are pursuing more vigorously than ever their time-honored methods of canning.

But there is a new method—community canning. A number, large or small, of people join together in canning fruits and vegetables. The first advantage of such work is the cheerful atmosphere diffused of solidarity and unity of purpose—to be obtained only when people are engaged in a common work.

The second advantage is that community canning induces a far larger total conservation of food than is possible with individual work.

The third advantage is that by this method the best and most up-to-date equipment may be had—equipment not always within the means of individuals in individual work, whereas in community canning the individual outlay is small.

The fourth advantage is that community canning and the inevitable accompanying community discussion of ways and means bring about a quicker application of new methods and inventions. The old-fashioned preserving, with its thick syrups or heavily spiced solutions as preservatives, meant time, drudgery, and expense. The new-fashioned preserving means a saving in all three.

The other day a New Jersey town, Lakewood, was the scene, not only of a community canning, but of a practical demonstration of new methods in canning. The local Young Women's Christian Association lent its ample plant and its willing personnel to the good work. The people brought strawberries and other early fruits, and the early vegetables—spinach, peas, etc. These, washed and cleaned, were placed in cheesecloth, dipped in boiling water for blanching and to remove excess acids, and kept there from one to twenty minutes, according to the particular kind of fruit or vegetable. Then they were plunged into cold water to harden the pulp, and afterwards packed into tin or glass quart containers, a little salt being added to the vegetables and syrup to the fruit. The containers were filled with boiling water, and, the lid being put on, were placed on racks in the sterilizer, where a steam bath, both below and above as well as around the containers, sterilized them and their contents as well. At the end of the sterilization the glass jars were wrapped in brown paper so that the light would not cause the color of the products to fade.

Another New Jersey town, Bernards Township, besides providing the high school assembly hall as a dormitory for high school boys to work on the neighboring farms, has also organized community canning centers. At each school is an experienced expert to supervise the work of preserving, which is done by the high school girls of the community. The people bring their produce, some to sell it, some to have it preserved for them. The Citizens' Food Supply Association, under whose auspices this work is done, has set as its aim the preserving of fifty thousand quarts of fruits and vegetables.

A PLAN TO STABILIZE INDUSTRY

What the Federal Reserve Act is intended to do for finance generally by stabilizing credit a bill now before the Pennsylvania Legislature seeks to do for the industry of that State by stabilizing employment. This bill provides, briefly, for the creation of public works in time of industrial depression, and is the plan of the State Industrial Board.

This Board, which is also something new in American industry, is, in effect, a board of trustees for the industries of Pennsylvania. It was created two or three years ago by the State Legislature, which has delegated to it power to make the thousand and one rules and regulations necessary for the conduct of the State Labor Department, and which the Legislature itself could hardly lay down.

The Board consists of Mrs. Samuel Semple, former President of the Federated Women's Clubs of Pennsylvania, who represents women workers; A. L. Garver, M.D., who is a manufacturer as well as a physician, and represents the State's manufacturers; Mr. William Young, who heads a big typographical union in Philadelphia and represents labor; and Mr. Otto T. Mallery, a wealthy philanthropist, who represents the citizenry of the State.

Under the supervision of this Board the State's industries are making tremendous strides forward. The safety codes governing the industries of Pennsylvania, which were described some time ago in The Outlook, are the work of this Board, which has won the manufacturers of the State to an advanced position with regard to safety regulations.

The present plan is an effort to provide against those slack times in industry when so many workers go hungry. The Board believes that individual employers can do little to stabilize industry, and are already doing what they can. It is the big employer, government, that must steady the pendulum.

"All the governments (Federal, State, and city combined),"

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says the Board in an appeal to the State Committee of Safety for support of its project, "spend an average of $600,000,000 a year on public improvements. Suppose one-tenth of this sum were set aside each year in a reserve fund to be expended in a period of industrial depression. Such periods of depression have come on an average of once in ten years during the last fifty years. If the depression should come the sixth year, this reserve fund, spent in materials and pay-roll for new construction, would employ more than one million wage-earners at average wages for a period of twelve weeks. This would be a tremendous stabilizing force. . . .

"The principle has special application at this moment of preparation for National defense. The demand for labor exceeds the supply. Recruiting will intensify this condition. Some work must be postponed. Defense cannot wait."

In the bill now before the Legislature the Industrial Board asks for an Emergency Public Works Commission, to consist of State officials already serving the Commonwealth, and an initial appropriation of $100,000 toward an emergency fund to be spent when there is another depression in Pennsylvania industry.

The plan, which is largely the work of Mr. Mallery, has much to recommend it. Nothing can be lost by the experiment, since the money held in the proposed fund would grow through interest accretion and buy more service and materials because it would be spent when both labor and materials are cheap. The greatest argument against it is the fact that the demand for money will soon be so great that taxpayers may not want to pay out more than is absolutely necessary for the needs of the moment. But whether or not the proposal is embodied in law at this time, it, or some substitute measure, must eventually become part of our public practice. Too long has it been either a feast or a famine with American business and industry.

THE SPONTANEITY OF DEMOCRACY

ON the 2d day of last April the President recommended to the Congress that it enter the world war. That was three months ago. The inclinations of the people were all against war. Neither the Government nor the people had made any preparations for war. They had re-elected the President because he had kept us out of war. Into the war both he and they had been forced by an irresistible sense of duty both to themselves and to the world. In the three months which have since elapsed the people have:

Declared war by a vote in the House of 373 to 50.

Taken possession of ninety-one German steamships in American ports, and begun a necessary work of repair.

Passed in Congress unanimously a bill providing for a war fund of seven billion dollars.

Agreed to loan three billion dollars to our allies.

By a conference of thirty-two State Governors with the Secretary of Agriculture formed plans for the production, saving, and distribution of food products.

Abandoned the Nation's traditional method of depending on volunteers, and, by a vote in the House of 313 to 109, in the Senate of 81 to 8, enacted a law for the draft of citizens of military age.

In a single day registered nine and a half millions of individuals for military service.

Begun the selection and acceptance of volunteers for special engineering and medical service and for service in the Regular Army and the National Guard.

Passed a bill to deal with spies on American soil and refused to pass a bill providing for censorship of the press.

Appropriated $3,342,000,000 for war purposes and provided for the building of ships and for the first steps in establishing an aviation corps.

Loaned the Government two billion dollars, and offered the Government another billion which it had not asked for. In this subscription approximately four million individuals joined, representing about one-sixth of all the households in the United States.

Raised by popular subscription for the Red Cross over one hundred million dollars, and nearly or quite finished raising another fund of three million dollars for the work of the Young Men's Christian Association.

Received with enthusiastic popular welcome commissioners from England, Italy, France, Belgium, and Russia.

Sent a commission with greetings, counsel, and aid to democratic Russia.

Begun the construction of thirty-two camps in various parts of the United States for the assembling and preparation of troops.

Sent to England a fleet of destroyers to hunt submarines, and to France a detachment of troops to join in driving the German army out of France and Belgium.

Organized, by the volunteer co-operation of eminent business men, five war boards to aid the Government and the people in the work of the war:

A General Munitions Board;
An Aircraft Production Board;
A Transportation Board;
A Supplies Board;
A General Health Board;

And before this issue reaches our readers probably will have organized a Food Control Board.

To this partial history of official action taken add that many colleges have become training camps, home guards are being organized in the towns and villages to take the place and perform the duties of the State militia as the latter are called into the Federal service, and thousands of acres of land are being cultivated by the volunteer and spontaneous effort of an immense agricultural army of boys and girls.

America's participation in this war has not been forced on the people by the President and the Congress; it has been forced on the President and the Congress by the people. In autocracy the few think and will, the many obey; in democracy the many think and will, the few obey. It takes a long time to wake up a hundred million people; but when they awake they act as one person, inspired by the same vision, animated by the same spirit, controlled by the same resolve, directed to one and the same end. When that vision is clearly seen and that resolve made, the people put all their resources into the accomplishment of the desired end. It is the people who have voted this war, adopted this unprecedented taxation, contributed this money, agreed to this conscription, undertaken the raising and conserving of the needed food. There has been just enough of opposition to make the Nation's vision clear and the Nation's will resolute.

The decision of the Nation was too long delayed. But since the great resolve was taken the people have given themselves to the prosecution of the war with prompt, vigorous, and spontaneous devotion.

THE CALL TO SERVICE

When the pennant that bears the sign of the Cross, the only flag that is ever flown above the National colors, is hoisted to the top of the staff, enlisted men know that it is the hour for divine service. It is then that acknowledgment is made by the Nation to "the Power not ourselves that makes for righteousness," the Power that is not only King of kings, but also Ruler of democracies. The flying of that pennant is the answer which such a Nation as ours gives to those arch-infidels who deny that the state owes allegiance to any power other than itself. It is the answer to those who declare that necessity knows no law. It is the answer to those who contend that might makes right. It is the answer to those who act on the assumption that there is no obligation resting on the government of any nation to observe its pledged word or to act in accord with the dictates of conscience.

That symbol of universal moral obligation, which is but another name for religion, is a symbol, therefore, of the cause to which Americans now are consecrating their lives, their fortunes, and their sacred honor. It is well that American soldiers and American citizens who are destined for the life and the hardships of the soldier should be light-hearted. It is essential to victory that they should enter upon their task with cheer as well as courage. Under such a strain men's hearts and nerves will crack without such relief as the British gain through their

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humor and the French obtain by their *gaieté*. But the power that will drive the enemy of mankind from the seats of the mighty can be derived only from a faith in the cause which the enemy imperils. It is too much to expect that Americans, and, in particular, those young men of America who are destined to be the comrades of the French and British in France, should so soon after the entrance of America into the war be fully conscious of the sacredness of the cause for which they are to fight. If, however, we are to win, as win we must, all of us in this country must share that faith which has been expressed in no period of history more profoundly than in this great war by young soldiers of France.

Maurice Barrès has collected and published in the "Atlantic Monthly" for July extracts from the letters and diaries of young French soldiers. We quote the words of two of these. Jean Rival, nineteen years of age, in love with life, called upon to make the ultimate sacrifice and responding without self-pity, wrote to his parents: "And why do you always call me 'poor' Jean? We have no liking to be pitied that way! Say 'my dear Jean,' or 'good old Jean,' or 'little Jean;' but why 'poor'? Is it because I am doing my duty like all my comrades?" It is this Jean Rival who wrote in his last letter on the eve of his death:

> To-morrow at dawn, to the strains of "Sidi Brahim" and the "Marseillaise," we shall charge the German lines. The attack will probably finish me. On the evening before this great day, which may be my last, I remind you of your promise. Keep up my mother's courage; for a week or more she will receive no news. Tell her that when an advance is at hand no soldier can write to his loved ones; he must content himself with thinking about them. And if the time goes by and she hears nothing of me, let her live in hope; keep up her courage. Then, if you learn at last that I have fallen on the field of honor, let your heart speak those words that will bring her solace.
>
> This morning I attended mass and took communion some few meters back of the trenches. If I die, I shall die as a Christian and a Frenchman.
>
> I believe in God, in France, in Victory. I believe in beauty, youth, and life.
>
> God guard me to the very end. But if my blood is needed for our triumph—thy will be done, O Lord!

And Bernard-Claudius Lavergne, the thirteenth child of the glazier Claudius Lavergne, wrote home to his family expressing what Maurice Barrès says is an experience which we come across again and again in these letters and diaries—the experience of the consciousness of a great presence at one's side. These are the words of Bernard-Claudius Lavergne: "To-night we leave for the trenches. To-night I shall be watching over you, rifle in hand. You know who is watching over me."

In the souls of these French soldiers there is something as necessary for victory as ammunition in their rifles, and it is that which our soldiers, too, must have in order to win.

"I believe in God, in France, in Victory," said Jean Rival. In what do our young men believe?

RECRUITING FOR THE ARMY

The Government is appealing for recruits to fill up the regular service. We say appealing, though perhaps the word is too strong a one to use. It might be more accurate to say that the Government has issued a formal invitation to its sons to join the Regular Army. Though this invitation has been given in a way which ignores to a very great extent the psychological value of enthusiasm and the motives which move the great mass of people, it is nevertheless one worthy of the closest attention by any one able and willing to serve the country.

The officers of the American Regular Army are, we believe, as a body the finest and justest disciplinarians of any army in the world. To serve under such officers is good fortune for any soldier. Though the officers of our new army are likely to be the best volunteer officers in American history, it will naturally take time before they can compare with our Regular Army officers. The man, therefore, who enlists in the Regular Army now begins his soldier's life under the best auspices.

When it comes to a question of health, the value of the trained officer is particularly evident. Health behind the firing line means efficiency on the firing line. The casualties of war are by no means all from bullets. The opportunity to serve under an officer who knows from experience how to protect his men behind the firing line is one which every man who wants to be a soldier should eagerly search for.

Just disciplinarians and officers who know how to care for their men—these can be found most often in the regular service.

It should not be difficult, if these facts are brought home to the people, to fill up the Regular Army to its full war strength.

ON THE DISTRIBUTION OF FOOD

Saving the food supply of the Nation is a very much larger problem than asking the farmer to raise large crops and the consumer to clean up his plate.

There is one school of thinkers who, while chanting the praise of the man who makes two blades of grass grow where one grew before, overlook the fact that if this same man gets less for the two blades than he does for the one he will not be particularly encouraged to go on with the process of increasing the productivity of his farm. Members of this school also very frequently ignore the fact that if one of these blades of grass is destroyed before it reaches the market the world is no better off than it was before the same blade of grass pushed its head out of the soil.

These are no idle theories. Every practical farmer can tell you many instances where big crops have netted smaller returns than small crops, and where perishable fruits have been needlessly wasted in the hands of middlemen because we have lacked a proper and scientific method of distribution.

Any one who doubts the statement that the two-blade man does not get a proper return for his labor is invited to read the statistics for our potato crops for the last twenty-five years.

Figures are dry reading, but such figures as these must make interesting reading for every farmer who is told by his city friend that the best solution of his trouble lies in the direction of producing bigger crops.

In 1909, 389,195,000 bushels of potatoes brought $210,662,000.

In 1914 a crop of 409,921,000 bushels brought $199,460,000.

In 1911 a crop of 292,737,000 bushels brought $233,728,000.

In 1916 a crop of 285,437,000 bushels brought $417,063,000.

What would a manufacturer think if he were told that the more he produced the less he would get?

Much of this loss is, of course, due to plain inefficiency in the distribution of our crops. Produce is hauled from the country to the big city and then back again to the village or town market. A superfluity of commission men handling crops at second or third hand subtract from the total which the farmer receives and add to the total which the consumer pays. But the loss is not merely one of inefficiency. It is frequently a loss due to too great efficiency in the accumulation of money which rightly belongs in somebody else's pocket. Here is a part of a report by a Federal Grand Jury on the activities of certain gentlemen who dealt both wisely and well (so far as their own interests were concerned) in the onion crop of 1916:

> For the 1916 crop the producers probably received less than two cents a pound. In midwinter many of these onions were sold to retailers, and through them to consumers at ten to fifteen cents a pound. It is claimed by the Government that the tremendous margin between the price accruing to the producer and the price paid by the consumer was largely due to the illegal control of the trade exercised by this association.

We find this quotation in the "Rural New Yorker."

Over eighty of these speculators in onions have been indicted. In the reorganization of our present system of distributing food—whether such reorganization involves indictments or not—should be found some of the most potent weapons for attacking our threatened food shortage. Without the control and reorganization of our agencies for the distribution of food we shall write ourselves down as penny wise and pound foolish—as a Nation which is attempting to save at the bung while it wastes at the spigot.

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KNOLL PAPERS

BY LYMAN ABBOTT

H. G. WELLS'S GREAT DISCOVERY

MR. CHESTERTON in a characteristic passage describes an imaginary romance which he had planned to write "about an English yachtsman who slightly miscalculated his course and discovered England under the impression that it was a new island in the South Seas." "What," he continues, "could be more delightful than to have in the same few minutes all the fascinating terrors of going abroad combined with all the humane security of coming home again? . . . What could be more glorious than to brace one's self up to discover New South Wales and then realize, with a gush of happy tears, that it was really Old South Wales?" He adds: "I am that man in a yacht. I discovered England. . . . I tried to be some ten minutes in advance of the truth. And I found that I was eighteen hundred years behind it. . . . When I fancied that I stood alone, I was really in the ridiculous position of being backed up by all Christendom. . . . I did try to found a heresy of my own; and when I had put the last touches to it, I discovered that it was orthodoxy."

Mr. H. G. Wells is another "man in a yacht." In his last book[1] he describes modern religion as he sees it. And, behold! it is primitive Christianity.

He was brought up an ancient Roman pagan. "I, who write," he says, "was so set against God, thus rendered. He and his hell were the nightmare of my childhood; I hated him while I still believed in him, and who could help but hate? I thought of him as a fantastic monster, perpetually spying, perpetually listening, perpetually waiting to condemn and to 'strike me dead;' his flames as ready as a grill-room fire. . . . I see about me to-day many dreadful moral and mental cripples with this bogey God of the nursery maid, with his black, insane revenges, still living like a horrible parasite in their hearts in the place where God should be. They are afraid, afraid, afraid; they dare not be kindly to formal sinners; they dare not abandon a hundred foolish observances; they dare not look at the causes of things. They are afraid of sunshine, of nakedness, of health, of adventure, of science, lest that old watching spider take offense." This is not the Christian religion; it is Roman superstition. Almost in words it parallels Plutarch's description of Roman superstition:

> He fears not the sea that never goes to sea; nor a battle, that follows not the camp; nor robbers, that stirs not abroad; nor malicious informers, that is a poor man; nor emulation, that leads a private life; nor earthquakes, that dwells in Gaul; nor thunderbolts, that dwells in Ethiopia; but he that dreads divine powers dreads everything, the land, the sea, the air, the sky, the dark, the light, a sound, a silence, a dream.

Whoever believes this believes in paganism; whoever preaches it on platform or in pulpit preaches paganism; whoever teaches it teaches paganism.

In order to substitute for this pagan fear of God a perfect love that casteth out fear Jesus lived and taught and suffered and died. To saddle this paganism upon Christ and call it Christianity is a monstrous reversal of all his teaching. Mr. Wells at thirteen years of age flung this "Lie" out of his mind, and with it, for a time, all faith in God. "God meant nothing to me," he says, "but the hideous scar in my heart where a fearful demon had been." In his book he describes the new modern religion which the great European war has taught him and put in the place of his childhood superstition, and, behold! this new modern religion is nothing but an interpretation of the Christianity of Jesus Christ. The parallels between Mr. Wells's new religion and the religion of the New Testament are some of them very striking. "The modern religious man," he says, "will almost certainly profess a kind of universalism; he will assert that whensoever men have called upon any God and have found fellowship and comfort and courage and that sense of God within them, that inner light which is the quintessence of the religious experience, it was the True God that answered them." What is this but repeating the saying of Christ: "*Every one* that asketh receiveth; and he that seeketh findeth; and to him that knocketh it shall be opened." The "modern religion" teaches that God will not protect his children from all peril. "But God will be with you nevertheless. In the reeling aeroplane or the dark ice cave God will be your courage." Almost exactly what the shepherd boy of Bethlehem wrote as his experience a thousand years before Christ: "Yea, though I walk through the valley of the shadow of death, I will fear no evil: for thou art with me; thy rod and thy staff they comfort me." To the new religion the true God is no spiritual troubadour, wooing the hearts of men and women to no purpose. "The true God goes through the world like fifes and drums and flags, calling for recruits along the street. We must go out to him. We must accept his discipline and fight his battle." I wonder if, when Mr. Wells wrote this sentence, it was not inspired by an unconscious memory of the apostolic writer's praise of those "who through faith subdued kingdoms, wrought righteousness, . . . out of weakness were made strong, waxed valiant in fight, turned to flight the armies of the aliens."

In our study of the universe there are two sources from which we may hope to derive some information respecting the character of the being whom we call God. We may look to physical nature or we may look to human conduct and character. We may assume that God is like nature or we may assume that God is like man. The first of these sources is investigated by science, the second by an interrogation of conscious experience. They give us two radically different conceptions: "One is the great Outward God; the other is the Inmost God." Mr. Wells defines his position in this book as "complete agnosticism in the matter of God the Creator; and, secondly, entire faith in the matter of God the Redeemer." We think that Mr. Wells is mistaken in his own estimate of himself. No man who has made any even superficial study of science can be an absolute agnostic respecting God the Creator, for science has absolutely disposed of four errors respecting "the Infinite and Eternal Energy from which all things proceed," which were not only current, but practically universal, in the ancient Greek and Roman paganism.

Science has proved the unity of the universe; that the nature of matter and material forces is the same in the most remote star and in our own planet. It has disposed of the notion of a multiplicity of gods.

Science has proved the immensity of the universe and the almost microscopic littleness of the planet on which the human race dwells. It has forever disposed of the notion of a little God. It has put an end to idolatry.

Science has shown the uniformity of nature, the stability of the universe, the inflexibility of law. It has put an end to the notion of an arbitrary God.

Science has shown that man can lay hold upon the natural forces which were thought to be almighty powers beyond his reach; that he can swim the sea, fly the air, harness the watercourses, create steam, tame electricity. Practical science has shown that spirit is the master of matter and material forces and has banished from educated minds the fear of monstrous and supernatural powers.

We do not believe that Mr. Wells is an agnostic respecting these four conclusions to which mankind has been conducted, not by theologians nor by philosophers, but by scientists. He may well be agnostic respecting most of what so-called natural theology has affirmed respecting the "Outward God;" he could find not a little of such agnosticism in the Biblical writers.

For they sought for God, not in nature, but in human experience. The key to the theology of the Bible is the declaration that God made man in his own image. Therefore it is in man we must seek the image of God. The God of the Bible is a human God. If this is what Mr. Wells means by saying that he is a finite God, his statement so defined is Biblical. Throughout the Old Testament God is represented as sorrowing and rejoicing, loving and abhorring, pleased and displeased, adapting his methods to the ends which he wishes to accomplish and changing them when he finds them ill fitted for the purpose; threatening punishment and, when the criminal abandons his sin, repenting of the purpose and remitting the penalty. The

[1] God the Invisible King. By H. G. Wells. The Macmillan Company, New York.

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God of the Old Testament is neither an impassive being like Buddha nor an inexorable being like Allah. He dwells with men, shares their human experiences, enters into their struggles, gives them courage for their battles, gives them comfort in their sorrows, recovers them from their faults and their follies, pardons their sins, and redeems them from their own undoings. And this human idea of God rooted in and growing out of the declaration that God made man in his own image comes to its consummation in the declaration of the New Testament that God has manifested himself to men in the unique man, Jesus of Nazareth.

Did a faded recollection of early Biblical teaching bring Mr. Wells his discovery of a new religion? Or did he find that religion in his own experience, as the prophets and apostles of the earlier faith found it in their experiences? I cannot tell. I am not even very curious to inquire. Paul told the Jews that neither circumcision nor uncircumcision profits anything, but a new creation in Christ Jesus. I follow him in saying that neither the creed nor the no-creed profits, but a new life of love, service, and sacrifice like that of Jesus of Nazareth. For the Bible is not an end, it is only one means to an end; the end is companionship with God. Not the knowledge of the Bible, but the knowledge of God, Jesus declares to be the secret of true life. As long as man finds God it is not material whether he finds him through the Bible or without the Bible.

It would be easy to pick flaws in Mr. Wells's book: his needless discourtesy to children of God as devout as himself; his curious narrowness which he mistakes for breadth; his naïve identification of modern paganism with Christianity; his pioneer's excitement in the discovery of truths discovered by other pioneers many centuries ago. But what interests me far more is his testimony, quite independent of all previous witnesses, to the reality, the meaning, and the power of divine life—the life of God in the soul of man. Admirable is this statement of what the discovery of God means to the soul to whom its intimate presence is revealed:

> The moment may come while we are alone in the darkness, under the stars, or while we walk by ourselves or in a crowd, or while we sit and muse. It may come upon the sinking ship or in the tumult of the battle. There is no saying when it may not come to us. . . . But after it has come our lives are changed, God is with us and there is no more doubt of God. Thereafter one goes about the world like one who was lonely and has found a lover, like one who was perplexed and has found a solution. One is assured that there is a Power that fights with us against the confusion and evil within us and without. There comes into the heart an essential and enduring happiness and courage.

Not less admirable is his definition of what simple-hearted and unecclesiastical Christians in all churches and in all ages have meant by following Christ:

> The conception of a young and energetic God, an Invisible Prince growing in strength and wisdom, who calls men and women to his service and who gives salvation from self and mortality only through self-abandonment to his service, necessarily involves a demand for a complete revision and fresh orientation of the life of the convert.

In the chapter which follows this introductory paragraph the consecration which such following of an Invisible Prince involves is admirably portrayed.

In two respects Mr. Wells seems to me inconsistent with himself. In the first place, he disavows the universalism of religion in the same paragraph in which he affirms it. He can see God indubitably present in the services of the Salvation Army, in its "shouts, clangor, trumpeting, gesticulations, and rhythmic pangs that stun and dismay my nerves." But he cannot find God present in the rituals and creeds of the Christian Church. The "phrases and images of barbaric sacrifice" of the Salvation Army are alive, but "the creeds of Christianity are as dead as the lore of the Druids." How it is possible for any open-minded man to read the "Life of Father Pardow," by Mrs. Justine Ward, and not see that a Jesuit may find God in the sacred services of the great cathedral, or read John G. Whittier's "Eternal Goodness" and not see that a Friend may find God in the sacred services of the Quaker meeting, I cannot comprehend.

In the second place, though the war has brought Mr. Wells to his faith in a human God, he can see no glory in the crucifixion. How can he see glory in the bloody self-sacrifice of the soldiers in the trenches and the bloodless but bitter self-sacrifice of fathers and mothers sending their sons to the trenches, and not see the glory of a God who proves himself capable of self-sacrifice? Perhaps these inconsistencies in Mr. Wells are but clinging remnants of the paganism of his early churchly education.

Nevertheless we welcome Mr. Wells's contribution to the religious thought and life of the time. Those who have been brought up in the pagan fear of God such as Mr. Wells describes, and those who have been brought up in the ecclesiastical systems which have partly grown out of that paganism and which Mr. Wells repudiates, may find in "God the Invisible King" guidance to clearer thinking and a higher life. And those who have not, those who are able to discriminate between Christianity and Churchianity, and who repudiate the Athanasian Creed because they accept Jesus Christ, while they will find in this volume some passages which will shock their reverence, will also find some passages radiant with spiritual illumination and warm with spiritual inspiration. For Mr. Wells is, with all his naïve egotism, a good deal of a mystic. And if his essay leads his readers to turn away from the inutile search in nature for an "Outward God" to a study of the life which God inspires in human experience that they may find an "Inmost God," it will render a great service in some quarters where a book better based and better balanced would fail.

The Knoll, Cornwall-on-Hudson.

EYES LEFT! IN RUSSIA

BY GREGORY MASON

STAFF CORRESPONDENT OF THE OUTLOOK

This is the first article which has reached us since Mr. Mason arrived in Russia. It is dated June 2, and has passed the censors with some slight excisions. It will be followed by several other articles dealing with the New Russia as it is striving to form itself on democratic lines since the Revolution of last March.—THE EDITORS.

IN the true sense of the word, the elimination of the autocracy of Nicholas II in Russia was not a revolution. It was a collapse. The Czar's Government fell from sheer decay.

The real revolution in Russia is to come, or is just beginning. The exciting events of the historic four days, March 11–15, were pre-eminently political in character. The social adjustments which are now threatening to shake Russia to her foundations constitute the real Revolution, the end of which no man can see. Russia may get through her growing-pains quickly or she may have a longer seizure than Mexico, whose disorder has now lasted six years.

Since several weeks must necessarily elapse before this letter can be published, it is useless to write a mere chronicle of events, and only an utter fool would now attempt to prophesy concerning Russia's future. But there is one chapter in the history of the Russian Revolution which is already pretty definitely written, yet which is not very legible to Americans at home. This concerns the events from the establishment of the first Provisional Government after the abdication of the Czar up to the reformation of that Provisional Government according to a more radical mold in the middle of May. However future chapters may be written, the importance of this first chapter in the whole story will remain.

From the abdication of the Czar up to the time I write this the tone of public opinion in Russia has been growing steadily more radical. The recent revision of the Provisional Government was only one evidence of this. (When the Russians mean liberal or radical they often say "left," and when they mean conservative or reactionary they often say "right." This is a figure of speech that has grown out of the custom of seating

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the radicals at the left and the conservatives at the right of the center of the Duma.) Well, Russia's course since the downfall of Nicholas II has been a steady march to the left.

In that fact lies the explanation of the removal from office of Milyukov, a man whom we Americans have been taught to consider the pillar of Russian liberalism. Foreign Minister Milyukov and War Minister Guchkoff were forced out of the Government because in two months Russia in her march to the left had overtaken the two who had been liberals and left them behind as conservatives. Milyukov and Guchkoff did not change; Russia did.

Since I was in Russia eighteen months ago everything has been turned upside down. As a matter of fact, the reversal has been accomplished in less than three months. Men who were considered in the vanguard of the fight for popular liberty and for democracy the first week in March last are now considered conservatives.

"What has become of X——, the well-known revolutionist, whose name was hardly mentioned above two years ago?" I asked a Russian journalist.

"X——?" was the reply. "Why, he's a confounded reactionary."

In short, if you consider the Russian political scale as a wheel half projecting through a wall, this is what has happened: what was the right has been rolled out of sight, the former left is now in the comparative position of the former right, and an entirely new left has spun into view.

Milyukov, who a few months ago sat with not many men between him and the extreme left of the Duma, now finds himself to the right of the Government, with no one yet to the right of himself but a few individual remnants of Black Hundreds.

But the position of Milyukov, Rodzianko, Guchkoff, and a few others of their temper, whom we in the United States have considered the makers of the Revolution, was anomalous from the beginning. For they were blown into official eminence by the very explosion which they had been trying to prevent. This brings us to an interesting fact. What some of us in the United States suspected can be stated as an established truth; *i. e., the Revolution was entirely spontaneous; it was absolutely unplanned.*

It is true that for several months many clear-sighted Russians had been convinced that a revolution would come before the end of the war. But that it would come in March instead of in January or July no one knew and no one intended, if we overlook the perhaps provocatory measures of the old Government. That when the test should come the people would be strong enough to win was a foregone conclusion of observers who had seen the Russian people gradually gaining strength through their management of this war, and who had seen the gradual growth of democracy in the army, also caused by the war. In short, as The Outlook surmised editorially at the time, there was "not much plot behind this Revolution, but certainly there was much preparation." The Revolution came in March rather than in January or July, not because the people chose that time, but because then came the moment when the decaying Government reached the point of disintegration.

The disorders which preceded the "four days" of the visible Revolution in Petrograd were mere bread riots—honest protests against the entirely unnecessary scarcity of food. This shortage in Petrograd when there was more than a plenty of food in some other parts of Russia was so uncalled for that it must be considered either a deliberate provocation or a manifestation of hopeless incompetence on the part of the Czar's régime. Workmen who were in the street parades on the first of those few bloody days say that they intended nothing more than the usual bread demonstration. When a regiment which was ordered to fire at them refused, there was struck the first spark of the spontaneous combustion which consumed the old order.

But for the understanding of more recent events in Russia it must be kept in mind that such men as Milyukov, Rodzianko, etc., who, from abroad, seemed to be the leaders of the Revolution, were not its forechosen and considered leaders at all. It was only because they had been prominent in the opposition to the old Government, and because the Revolution *per se* had no outstanding leaders, that these men were put in charge of affairs after the Czar's abdication. As a matter of fact, unpublished remarks as to the undesirability of a revolution at this time which were uttered by some of these men just before the upheaval would make queer reading for posterity.

Despite their brave efforts to wring reforms from the Czar, the men in what may be called the Milyukov-Rodzianko group had been all along advocating the postponement of a revolution until Germany had been defeated. Therein was a foretaste of their conduct after the Revolution, which led to their rupture with the radicals who put internal reform, or the semblance of it, ahead of victory over Germany.

In 1915 I found Milyukov and his sympathizers going among the uneasy people, saying:

"We have two wars on our hands—an inside war and an outside war. But we must vanquish the external enemy before we turn on the foe within. Beat Germany first."

This propaganda these men were continuing up to the outbreak of the Revolution. But that outbreak was a direct departure from the programme, "Beat Germany first."

Why, then, were the leaders of this programme carried into power by the Revolution? Simply because the Revolution, to repeat our paradox, was not a revolution at all, but was simply a collapse of the old Government. Looking around for leaders, the nation recognized the Milyukov-Rodzianko group as the best organized of the many groups that had been combating the Czar. These men were accepted simply because they offered leadership at a time when the nation was rudderless.

Their ability was recognized even by the "Reds," the radicals who had been opposing the "Beat Germany first" programme with a "Beat the Czar first" propaganda. All day of Monday, March 12, while the Duma was in session, these Reds stormed the Taurida Palace, clamoring for Rodzianko and the other chiefs of the Duma to form a provisional government. Make no mistake about the courage of the Rodzianko circle. These gentlemen hesitated not from fear—an emotion which they do not know—but from doubt of the expediency of action at that time. At last, on Monday evening, they yielded to the exhortations of the Reds and formed a Government.

The bargain struck between the liberals and the radicals permitted the Rodzianko-Lvoff-Milyukov faction to form their own Ministry, in return for which the radicals were allowed a pretty free hand in drawing up the platform for a new Russia.

At that time was formed the Council of Workmen's and Soldiers' Delegates—modeled after a Council of Workmen which had existed in the revolution of 1905. Subsequently councils of workmen and soldiers have been formed in many other Russian cities; but the Petrograd Council, which numbers more than two thousand members, is far and away the most influential group of citizens concerned with the government of Russia to-day.

Very soon the radicals began to express dissatisfaction with the Provisional Government. Foreign Minister Milyukov, perhaps rather tactlessly, announced that he would adhere to the secret treaties with the Allies which had been entered into by the Government of Nicholas II. It is said on good authority that one of these treaties provides for the division of Turkey in such a way that France would get Asia Minor, England the Euphrates and Tigris region, and Russia all the Black Sea coast. Such a division, by the way, of course would split Armenia into three parts. Then, in return for the grant of the Dardanelles by France, England, and Italy, Russia, so it is said, would have to support the schemes of these nations for expansion in the Balkans, India, Alsace-Lorraine, etc. But, at any rate, in such treaties the Russian radicals see the seeds of future wars, and many more conservative Russians, who disagree with the Socialists on nearly every other point, agree with them in dislike for such bald schemes of aggrandizement as these treaties are *said* to contemplate.

Milyukov was just as stubborn in his refusal to publish or to renounce these treaties with the Allies as the radicals were that he should do so. His contention was, and still is, that the acquisition of the Dardanelles, or at least of the unrestricted freedom of navigating the straits, is as much a need and legitimate aim of the peasant as of the Czar. He is reported to have said that the diplomacy which ratified these treaties was not the diplomacy of Nicholas II, but the diplomacy of

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Russia. Milyukov is a sincere democrat and is an able leader, but his tenacity sometimes leads him to be tactless.

One day, no one knows how or why, two regiments appeared before the Mariensky Palace and demanded the resignation of Milyukov. Their clamor grew, and they refused to leave till a deputy of the Council of Workmen's and Soldiers' Delegates asked them to do so with many a "please."

Soon after that day two thousand workmen from an iron factory on the outskirts of Petrograd marched into the city armed with rifles. Every citizen was astonished and most citizens were horrified at this spectacle. Those who saw this "Red Army" say it was a thing never to be forgotten, a thing suggestive of what Paris may have been in the worst days of the Terror. There was something unaccountably cruel in the appearance of this armed mob, something brutally irresponsible, as it marched through the streets in a demonstration against the Government. Then for once the much-flouted *bourgeoisie* came to their senses for a few hours. Two hundred thousand of them turned out and paraded in favor of the Government. There was some wild shooting and disorder, and the "Red Army" returned to the iron factory. (But these iron workers have their secret organization, numbering some four thousand armed men—a fact which may have sinister significance. These "Red Hundreds" are the Industrial Workers of the World of Russia.)

The first vote of the Council resulted in almost a tie, but on a second ballot there was a substantial majority in favor of cooperating with the Government and taking a part in it. Milyukov and Guchkoff were forced out of the Ministry and six Socialists entered it, several new offices being created to make room for them all. But that vote over the question of standing with or aloof from the Government split the Social Democrats. The rift which appeared then has steadily widened, and new names have been invented to describe the two wings of the old party. Those who carried the motion not to desert the ship are called the Minshiviki—that is, the Less-Claimers, or those who claim less. Those who are for torpedoing the whole ship of state are known as the Bolsheviki—that is, the More-Claimers, or those who claim more. These names will be permanent in Russian history, whatever the future may bring forth. To-day the Minshiviki easily control the Council of Workmen's and Soldiers' Delegates, but what the Bolsheviki lack in numbers they make up in venom. We Americans would call the Bolsheviki plain Anarchists. They have no programme of construction, unless a vague declaration favoring the government of Russia by local communistic committees can be called a constructive programme. In social complexion they are rather more intellectual than our Industrial Workers of the World, rather less industrial. Although they are quite largely recruited from the ranks of the workmen, they contain a considerable percentage of returned *émigrés*, radicals who have spent years abroad in exile stewing in their own unhappy reflections. They have lost balance; they have been so busy hating the old order in Russia that they can trust no order.

Perhaps the Minshiviki are destined to figure less and less in the political news of the day, for lately there has been a double defection from their midst, some going to join the more radical Bolsheviki, and others joining the perhaps less radical Social Revolutionists. The Russian radicals in general, those whom an unitiated American might inclusively term Socialists, may be separated into the following classifications, which may be well to keep in mind in reading the news from Russia:

Beginning at the "right" and going toward the "left," are, first, the Populists, also called the Labor party, and the Narodniki. Kerenski, the present Minister of War and Marine, and the most powerful man in Russia to-day, is one of these.

Next come the Social Revolutionists. For our purposes they differ from the moderate wing of the Social Democrats only as regards the peasants and the land. The Social Revolutionists believe that the Social Democrats are too much concerned with the interests of the workingman as distinguished from the peasant, and they try to represent the interests of the peasant.

Next are the Minshiviki, already described. These, with the Social Revolutionists and the Populists, form what is sometimes called the Socialist Right, which is the most powerful political coalition or faction in Russia to-day.

Last, and most radical, are the Bolsheviki.

Ostensibly, the Socialist Right, just mentioned, may seem to be supporting Russia's Provisional Government. As a matter of fact, it is supporting only the six Socialists among the sixteen Ministers comprising this Government. Any day it may decide that it will have no more of the ten *bourgeois* Ministers. The greatest power in Russia to-day is the Petrograd Council of Workmen's and Soldiers' Delegates—make no mistake about that. This Council is controlled by these less radical Socialists.

Just as the actual hostilities of the Revolution moved across Petrograd faster than a man could walk, so the spirit of the Revolution has traveled to the "left" faster than many observers have realized. Two months ago few Russians dared hope for a republic; now few openly advocate any form of monarchy. Two months ago Kerenski was at the head of the radical procession; now he is damned by thousands as an arrant laggard, even as a rank deserter.

Where the procession is going no one can say. Some see a Terror ahead, with a Man on Horseback beyond; others see the social millennium.

The one great fact which stands out above the whole obscure welter of contrary emotions and conflicting evidence is this: Russia's conduct of the war and Russia's adjustment of her chaotic internal economy are inextricably involved, intertwined beyond separation. Whatever affects Russia's rôle as an enemy of Germany bears upon her social and political development. How it affects it is another question.

Your pessimist contends that Russia is not equal to her two tasks. She cannot work out her social and political problems while she has the war with Germany on her hands, he thinks. Therefore he sees Russia's only salvation in the immediate termination of the war so far as she is concerned, and in the directing of all Russia's energy to internal affairs.

On the other hand, your optimist believes that Russia is equal to her two tasks. She can ride two horses at once, he thinks. Of course the fact that the Revolution came during a great foreign war enormously increases Russia's difficulties, and renders her Revolution incomparable with most past revolutions in other countries. But your optimist believes that her great unwieldy strength will carry Russia through. He even predicts, as I heard one do to-day, that "the last great battle of this war will be a Russian victory."

The danger is not of the "separate peace" of which so much has been heard in the United States. There could be no government in Russia to-day to make a treaty of separate peace with Germany on behalf of the whole nation. But virtually a separate armistice has existed for several weeks. Lately, it is reported, the army has been sifted so that now in the first-line trenches are only men eager for continuing the war. Efforts are now being made to "purify" the second-line and third-line trenches in the same way.

The next month or two may determine whether or not Russia is again to be a big factor in the war. In the meantime every one here is arguing, all Russia is talking.

Whether Russia will again put her teeth to the bit depends largely on how much further public opinion and official opinion drifts to the "left." Superficially there seems to be no diminution in the flood, but to those who look closely already a slight undercurrent toward the "right" is apparent. The further the radicals go, the more pronounced will be the reaction. None of the Ministers, except Milyukov, has yet attempted to stop this drift, because there has been no support for them visible among the apathetic middle classes, among the much-taunted *bourgeoisie*. But faint signs of such support are now appearing. And the peasants are yet to be heard from—the most numerous class in Russia, which has been represented neither by the "capitalistic and *bourgeois* Ministry," as the Bolsheviki call it, nor by the industrial, military, and utopist Council of Workmen's and Soldiers' Delegates. There is reason to believe that the peasants, many of whom are property-owners, will be surprisingly conservative.

At any rate, the social readjustments of Europe are not all going to be postponed until after the war. They have already begun. Perhaps more than any other factors they are going to determine when peace will come and what form it will take.

Petrograd, June 2, 1917.

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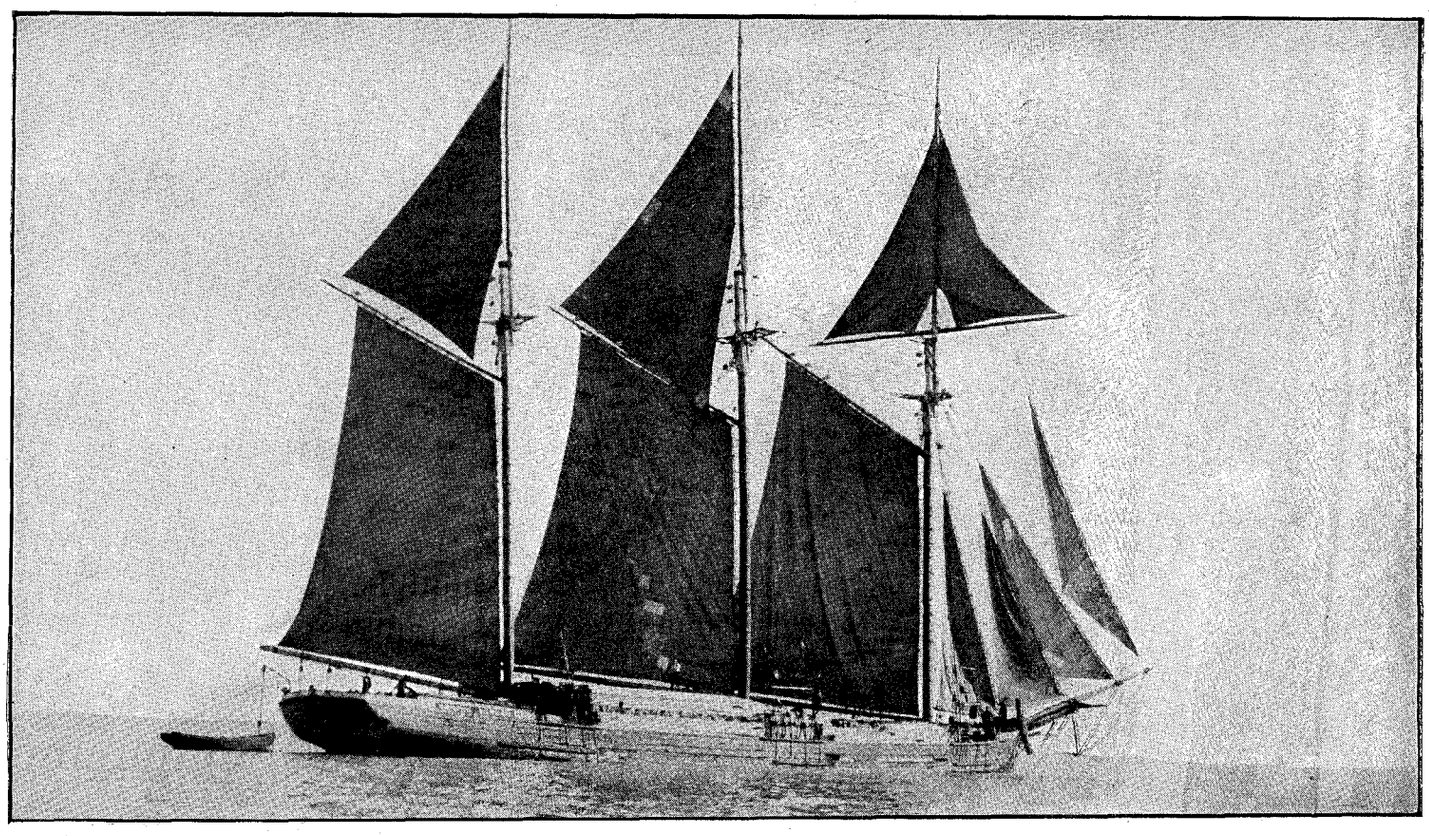

A FREIGHTER OF THE OLD DAYS
This three-masted schooner is of a type once commonly used as a lumber-carrier but seldom seen to-day

A CENTURY OF STEAM ON THE GREAT LAKES

BY GEORGE W. STARK

ONE hundred years ago the first steam-propelled vessel was launched on the Great Lakes. By that token the present season of navigation on the largest bodies of fresh water in the world is epochal because the cycle of a century emphasizes the miracle drama of progress that has been unfolded in the very heart of the continent.

It is a drama the chronicling of which has been spasmodic and uncertain, largely because our historians have had little time to grasp the real significance of the golden empire of which the Great Lakes form the inspiration. Since the brave day in April, 1817, when the pioneer mariners pointed the nose of their courageous craft up Lake Ontario, only to bring her back some hours later with her frail body battered and her crude machinery racked by the sea, time has swung its pendulum to the heroic march of the years.

What a march it has been! A century of steam on the great chain of inland waterways has sired cities whose roaring furnaces and belching stacks have transformed the primitive lake country of one hundred years ago into a commercial epic, written in fire and water. That century of steam has seen the rise of a new dynasty of the princes of industry. These are the men who have toiled with hand and brain to get the most of what the Great Lakes country has to offer. To the north they dug into the vitals of the earth to make it yield its store of copper and of iron. There in that northern country they constructed grain elevators that reared their frames wide and high, so that the wheat could be stored for quick loading and unloading. To the south and east they built tremendous docks, where the coal yields of the rich Eastern fields could be carried for transit on the freighters.

Over and above all this they wrought with the zeal of a patriotism that only the Great Lakes country could inspire to build ships to carry the grain and the copper and the iron and the coal. One hundred years ago one steam-propelled vessel ventured into the broad reaches of Lake Ontario. To-day an argosy, the largest fleet of freight-carriers in the world, steams in proud procession from Buffalo to Duluth and back again.

They have built the ships with their brains and their hands, and with their hands and their brains they have made these Great Lakes serve them and the forty millions who dwell in the States and provinces about them. They have dredged channels and constructed locks so that the fleets could carry their cargoes by the most direct routes. The locks at Sault Ste. Marie and the Livingstone Channel in the Detroit River stand as splendid testimonials to the engineering genius of America.

A brief history of the development of the great passageway for the lake carriers at the Soo, as Sault Ste. Marie is familiarly known in the lake country, reflects the dramatic struggle that has gone on through the years to subjugate these bodies of water to the needs of navigation.

The first canal was built on the Canadian side of the river by the Northwest Fur Company in 1797. The lock was thirty-eight feet long, eight feet nine inches wide, with a lift of nine feet. A tow-path was made along the shore for oxen to track the bateaux and canoes through the upper part of the rapids. The lock, excepting its timber floor, was destroyed in 1814 by the United States troops from the fort at Mackinac Island.

The first ship canal, known as the State Canal, was built on the American side of the river in 1855, some seven hundred and fifty thousand acres of Michigan land having been granted by the United States Congress for this construction. These locks were destroyed in 1888 by excavations for the present Poe Lock.

As a distinct forward step in the development of lake navigation, the Weitzel Lock was completed in 1881. This lock is five hundred and fifteen feet long, eighty feet wide in chamber, narrowing to sixty feet at the gates, with seventeen feet depth of water on the miter sills. The Poe Lock, named in honor of General Orlando M. Poe, engineer officer in charge of the district at that time, was completed in 1897. It is eight hundred

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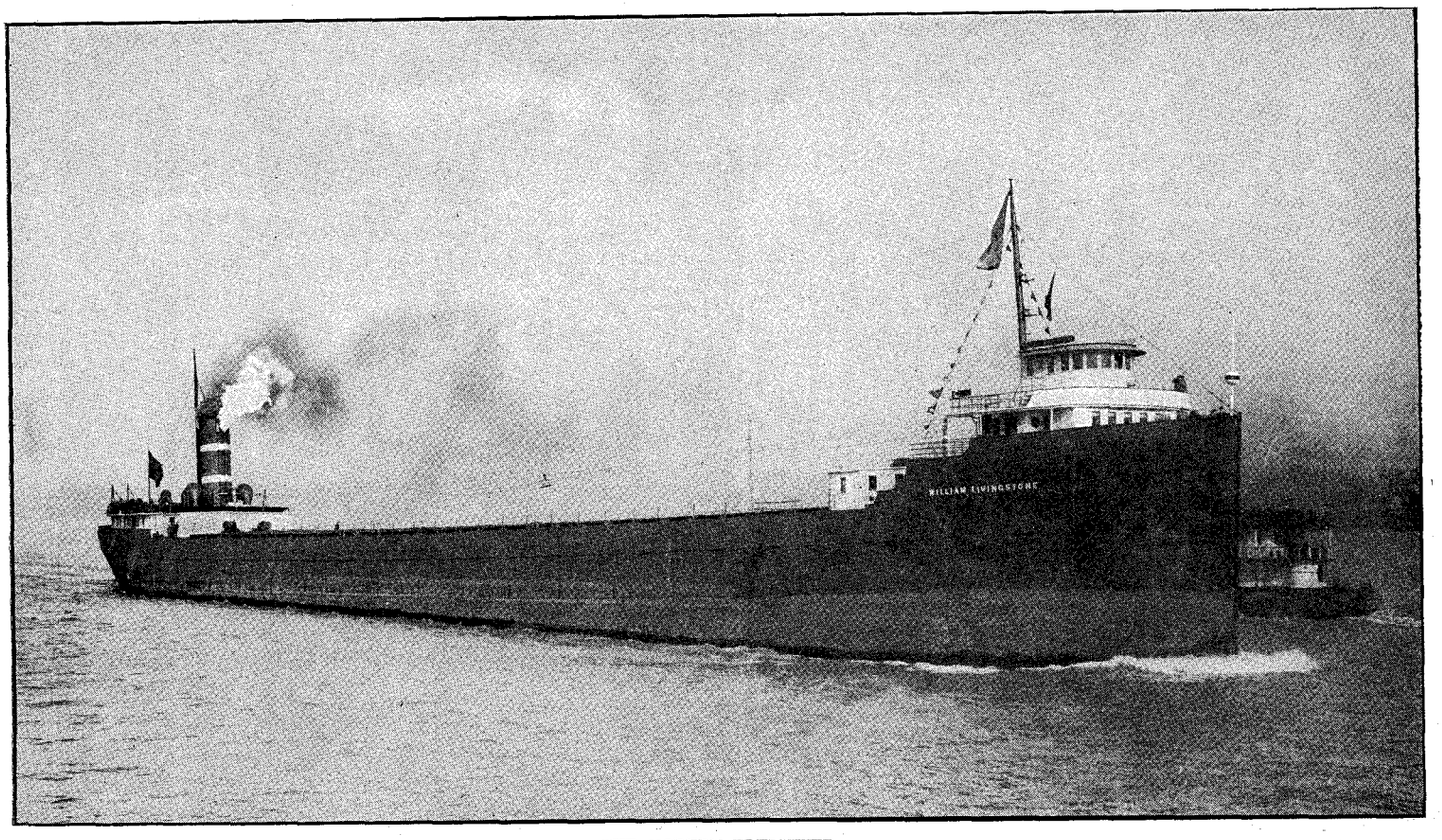

THE MODERN FREIGHTER

An excellent specimen of the modern cargo-carrier of the Great Lakes

feet long and one hundred feet wide, having twenty-two feet of water on the sills.

The latest of the locks, the new Third Lock, was completed in 1914. Hydraulic power is used for operating the Weitzel and Poe Locks, while electricity generated by water power is used for operating the Third Lock.

The American locks are filled or emptied in about nine minutes, and the gates opened in about one and one-half minutes. This wonderful system has been built up step by step, until "locking through the Soo" has become a triumph in maritime efficiency.

A vivid reflection of the vast quantities of freight carried over this inland waterway is contained in the latest statistical report of lake commerce passing through the canals at Sault Ste. Marie. This report is for the 1916 season of navigation, and was prepared by the United States Engineering Department. It shows that the total freight traffic through the canals last season was 91,888,219 tons, an increase of twenty-nine per cent, or 20,597,915 tons, for 1915.

Even these figures fall short of the mark set at Detroit in 1916. One of the proud boasts of this remarkable city is that more freightage passes along its river front than at any other point in the world. The United States engineers report that last season the commerce which passed through the Detroit River is estimated in freight tons at 100,907,279, the estimated value of which is given as $1,069,617,157.

Let it be remembered, too, that the season of navigation on the Great Lakes lasts only through eight months.

These figures convey an approximate idea of what the Great Lakes have done and are doing to-day for America.

It must be realized that this waterway is the factor most largely responsible for the continued forcing of the northwestern frontier toward the uttermost limits of the continent. The Great Lakes have made the eight great States that border on their shores the very heart of the Nation. The cheapness of transportation afforded by this water highway of more than 2,300 miles has advanced the prosperity of the American people as no other factor has.

From Louisiana on the south to New Brunswick on the north, and from the far northwest of Canada to the South Atlantic seaboard, the minimum cost of transportation afforded by the chain of Great Lakes has been a tremendous influence in fixing the ultimate price of food staples to the consumer.

The bulk of lake tonnage consists of iron ore, coal, grain, flour, and lumber, with their by-products. The ore trade has been the mainspring of lake commerce. It originates on Lake Superior and the northern portion of Lake Michigan and moves east and south to the ports of Lake Erie, to South Chicago and Gary. This great mountain of metallic rock, containing in a single year close to fifty million tons, is moved by a magnificent fleet of carriers.

Ranking second in tonnage on the Great Lakes is the coal trade. Of the other bulk cargoes grain forms the third important commodity.

Think of the ships required to carry this vast tonnage up and down our inland seas! There is an item which alone has given rise to one of the vital industries of the lake country, an industry giving employment to thousands on thousands of men. Lake leviathans are built as if by magic in this wonderful country. They turn them out, one ship captain remarked, as architects do an eight-room house, and yet they are built to withstand the stress of weather and the corroding influences of time. Detroit, among its many other mighty industries, boasts the largest ship-building plant in America. The day of the wooden ship has passed forever on the Great Lakes. You see one now and then, varying the monotony of the proud parade of steel monsters that swings up and down the lake highway, and she stands out like some memorial of a vanished past, speaking of more heroic days when the breed of lake men fought harder, cursed louder, and risked their lives more cheerfully than in these easier times. The building of steel ships goes on apace at Detroit, at Chicago, at Cleveland and Buffalo, Toledo, West Superior, Lorain, and a dozen other lesser points, and yet the demand is never filled; the cry is always, "More ships, more ships!"

There are other aspects of the Great Lakes country besides the industrial and commercial that make of them a source of wonder to the uninitiated. These distempered days no doubt will do much toward spreading their propaganda. There are voyages to be had upon the broad bosom of the inland seas that hold all of the charm of an ocean trip, with none of its perils. The five great units that make up the chain—Superior, Huron, Michigan, Erie, and St. Clair—and their connecting straits and rivers comprise most of the fresh water of the world.

In planning his summer holiday on fresh water the average

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tourist will spurn statistics regarding the flow of the Amazon, the Zambesi, or the Yangtsekiang once he has experienced the lure of the Great Lakes country.

Niagara, of course, is the spectacular center of this whole magnificent system of fresh water that flows toward the Gulf of St. Lawrence. For a century this was America's one great sight. There was once a superstition that a marriage in one of the cities bordering on the lakes was hardly legal unless it was followed at once by a honeymoon trip to Niagara Falls.

The tourist will find a splendid inspiration as he views the stately procession of huge ships going west from Buffalo. He may follow them as they wind their way beyond the vine-clad islands of Lake Erie, breasting Put-in-Bay, with its stirring memories of a brave naval engagement; on up the broad river that flows by the bold skyline of Detroit, the new giant among the world's great cities; thence through Lake St. Clair and its famous flats, so aptly named the Venice of America, into the broader stretches of Lake Huron, toward the gay, romantic island of Mackinac.

Below Niagara and past Lake Ontario the waters of the Great Lakes sweep into the most lordly of American rivers, the St. Lawrence, at whose beginning is scattered the lovely archipelago of the Thousand Islands, a veritable labyrinth of clear channels, upon which skiffs float lazily and brisk, smart motor boats are forever dashing on their way toward remoter fishing-grounds and picnic places.

To the far north Superior, the father of all the lakes, offers a fair field of adventure. Nature here follows a more rugged plan, and the quieter beauty of the lower lakes gives way to scenery painted with a bolder brush. A rock-bound coastline lends a picturesque touch, and the deep, clear blue of the water of the northernmost lake forms a happy setting for it all.

These are a few of the attractions that present themselves to the summer tourist. And how potent is their spell is best attested by the statistics offered by the Steamboat Inspection Service of the Department of Commerce. For the fiscal year ending June 30, 1916, we find that 16,431,865 tourists were carried on lake passenger boats. Of this number, Detroit alone furnished the imposing total of 10,899,526. Buffalo was a poor second with 1,991,842, and Toledo next with 1,013,554.

It is a happy commentary on the safety of the lake passenger boats and the efficiency with which they are managed to be able to record that during all of last season, with its great crush of passenger business, there was not a single accident involving loss of life.

The Great Lakes have been a very vital factor in the industrial and commercial life of this Nation. How much so it has been difficult to realize. Those of us who have lived our lives on their shores, where only the arts of peace have been practiced for more than one hundred years now, have been too close to the picture to realize the immensity of its scheme and its large relation to the rest of the country.

Some day the Lakes are going to contribute a glorious share to the literature of America. Until now they have been unhonored and unsung, except in some isolated cases, where the poet or the romancer has sought his audience in vain. All of the romance of the sea is not contained in the Atlantic or the Pacific. The Great Lakes are rich in romance. History and legend have joined hands to weave a thrilling narrative around this enchanted country. Indian tradition clusters thick about it. Three nations struggled for dominion over the lake country, and to-day the flags of these three nations—England, France, and the United States—are joined in a war against a common enemy. Innumerable shipwrecks have contributed their black pages to the story of the inland seas. The thrill of storm at sea, of struggle with the elements in the blackness of a Lake Superior night, of glorious victory or brave defeat, remains to be recorded fittingly.

What chronicle contains a more fascinating record than the narrative of the voyage of exploration made by René Cavelier de la Salle in his good ship the Griffin, the first sailing vessel to venture forth on the Great Lakes. In 1679 this ship, captained by the intrepid French soldier of fortune and manned by a merry crew of voyageurs, with several Jesuit zealots, sailed the length of Lake Erie, Lake St. Clair, and Lake Huron on a voyage of adventure and discovery. The Griffin was lost on its return voyage. La Salle, who had remained in the north country, never heard of it again. The first mystery of the Great Lakes had been recorded. Countless others were to follow it. For the Great Lakes hold their grim record of tragedies.

It is interesting to note that no similar area of any ocean, if suddenly stripped of its volume of water, would expose to human gaze a larger number of sunken ships or more valuable cargoes than lie at the bottom of these inland waters. A record kept between the years 1878 and 1898 reveals the startling fact that in that period 5,999 ships were wrecked on the Great Lakes, and 1,093 of these were total losses. The loss of cargo during the score of years was nearly $8,000,000.

Some of these vessels disappeared almost as mysteriously as did the Griffin in the brave old days of exploration. They were never heard from again. No wreckage floated to the shore. The Great Lakes hid well their secrets. Navigators of the northern lakes insist that there are portions of Lake Superior where it is impossible to find the bottom. The superstition is that some ships that have gone down at sea are held forever in this unfathomable pit beneath the waters.

Like the sailors of the salt seas, the men who navigate the inland waters are a superstitious lot. Almost every wreck that marks the history of the lakes is the inspiration of some weird, fantastic story that by frequent repetition assumes the dignity of truth in the sailor's ready mind. One such superstition that is firmly rooted in the minds of all Great Lakes navigators concerns the mysterious wreck of the Bannockburn.

She was a big, powerful freighter, carrying a crew of twenty-two men. She cleared Duluth on a day in the late fall. What happened to her will never be known. She went out in the morning, and was last sighted the next evening. That was the end. Not one of her crew was ever found. For more than a year the chill waters of Lake Superior guarded well their secret. Then one day an oar was found floating along the driftwood of the bleak north shore. A piece of tarpaulin was wrapped securely around it, and when this was removed it was found that the word Bannockburn was scraped into the wood. The oar is all that remains to-day to tell the story of the missing freighter.

According to the queer twist given the story by the sailors of the inland seas, the Bannockburn is supposed to be the Flying Dutchman of the Great Lakes. Sometimes at night when the chill north wind sweeps across the swollen bosom of Lake Superior and the stinging "ice devils" fill the air, the lookout on some lonely point calls loudly to his companion and points to where he imagines the Bannockburn, all white with ice and ghostly in the darkness, is slipping through the black mystery of the lake.

The history of the Great Lakes is punctuated with thrilling narratives such as this. There are brighter chapters that tell of heroic rescues made by dint of dauntless courage and superhuman effort.

The era of conquest and discovery before the lakes were peopled by the ships of commerce has furnished its thrill to the history of this country, too. Relics of this early day survive at many interesting points. The bitter war of extermination carried on by the white settlers against the Indians was waged with greatest vehemence around the Great Lakes.

At Mackinac the old fort that was the center of a colorful drama still stands. It is the Mecca of countless tourists every year. Here was the common meeting-ground of Indian warrior, of trapper, of Jesuit priest, of soldier. The romance of that other day invests it with an almost holy atmosphere.

The borders of the Great Lakes formed a historic fighting ground during the War of 1812, and one of the most stirring naval engagements in the history of American arms was fought to a glorious termination on the bosom of Lake Erie. It resulted in the famed victory of Admiral Perry, an achievement enshrined in the history of the lower lake country. Indeed, it was a combination of the War of 1812 and the savagery of the Indian tribes around the borders of the Great Lakes that in those early days retarded the progress of navigation.

It was many years after Robert Fulton had made successful experiments with steam vessels that steam was introduced on the Great Lakes as a method of navigation. In 1817 the first steam-propelled ship, the Ontario, was launched on Lake Ontario, with the almost disastrous results referred to earlier in

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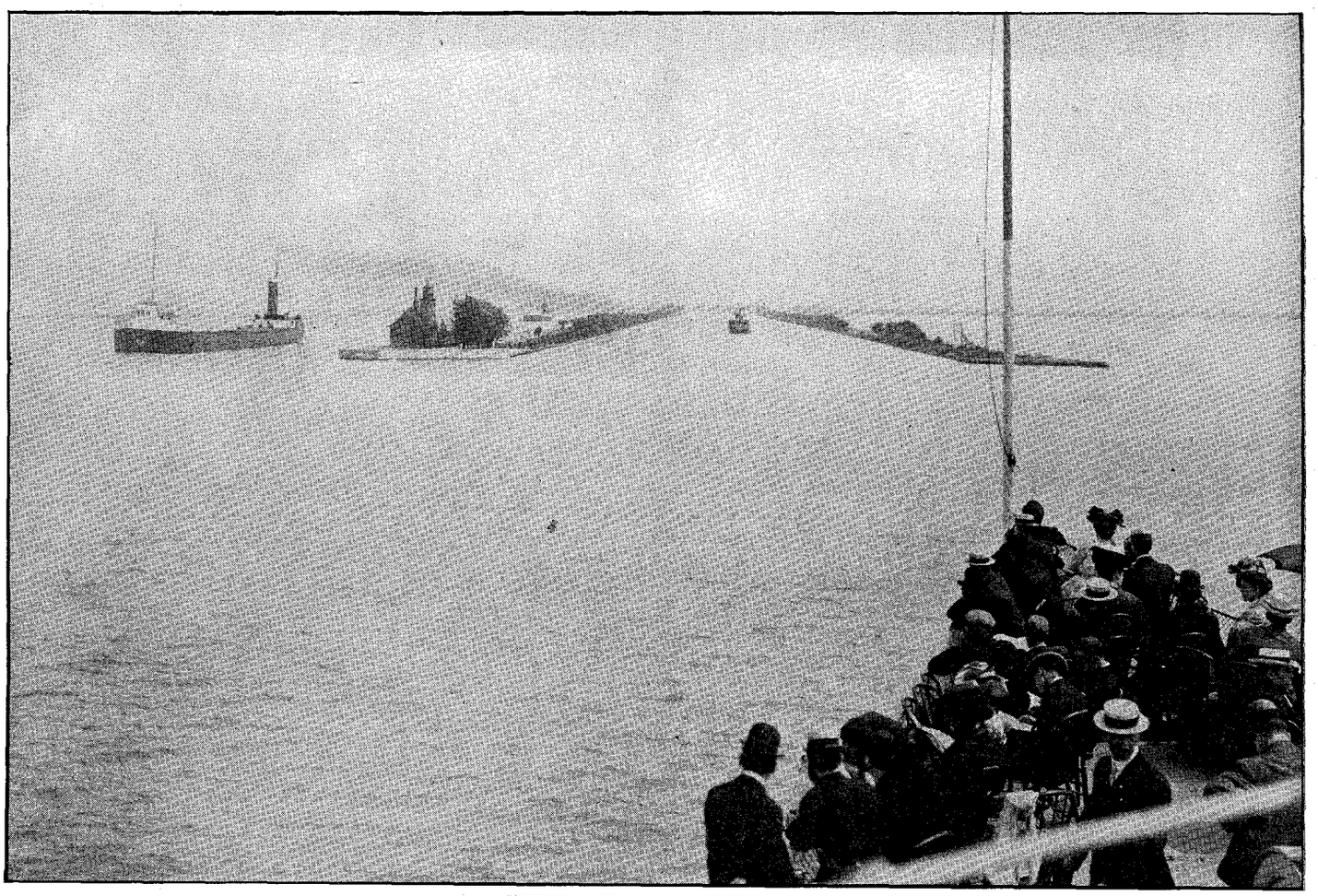
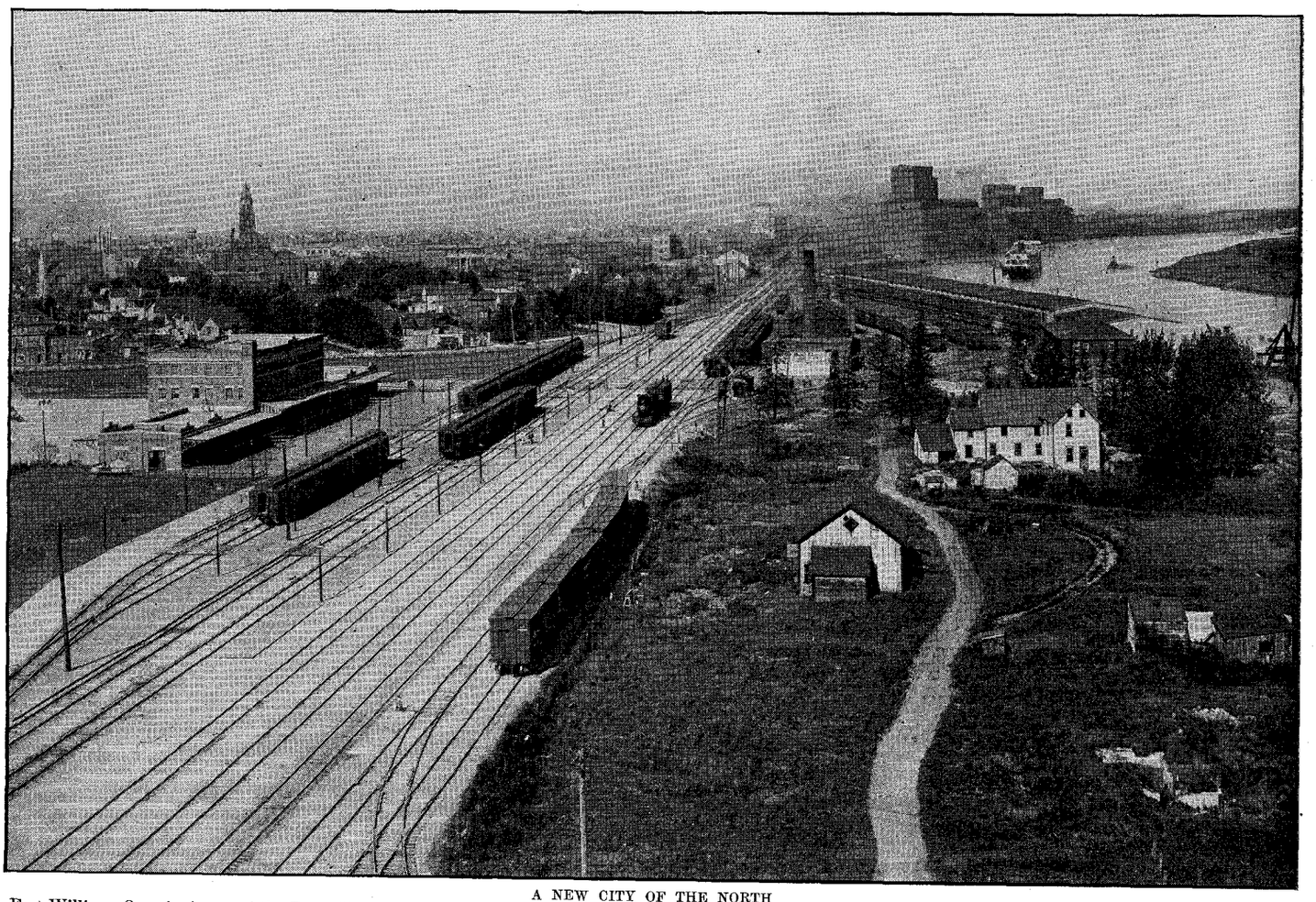


WHERE LAKE AND CHANNEL MEET
Entering the United States Government channel at the St. Clair Flats



A NEW CITY OF THE NORTH
Fort William, Ontario, is one of the Twin Cities of the north. Port Arthur is the other. It is here that most of the grain from the Canadian northwest is shipped to the lower lakes

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this article. The following year found the efforts of the pioneer lake mariners crowned with better success, and the Walk-in-the-Water plied the waters of Lake Erie regularly. Other ships were built and launched. Primitive affairs they were, but they were the precursors of this wonderful era of steam on the inland seas.

In the light of what has happened in the intervening years, it is interesting now to read the comment of a Detroit newspaper when the Walk-in-the-Water arrived in that city from Buffalo on its first trip. The following account is reprinted from the Detroit "Gazette" of August 26, 1818:

"Yesterday between the hours of ten and eleven A.M. the elegant steamboat Walk-in-the-Water, Captain Job Fish, arrived. As she passed the public wharf and that owned by Mr. J. S. Roby she was cheered by hundreds of the inhabitants who had collected to witness (in these waters) a truly novel and grand spectacle. She came to at Wing's Wharf. She left Buffalo at half-past one o'clock on the 23d, and arrived off Dunkirk at thirty-five minutes past six o'clock on the same day. On the next morning she arrived at Erie, Captain Fish having reduced her speed during the night in order not to pass that place, where she took on a supply of wood. At half-past seven A.M. she left Erie and came to off Cleveland at about eleven o'clock. At twenty minutes past six in the evening of the same day she steamed from off Cleveland and arrived off Sandusky Bay at one o'clock in the morning, where she anchored until daybreak, when she proceeded up the bay to Venice to wood. She left Venice at three P.M., arriving at the mouth of Detroit River, where she anchored during the night, the whole time employed in sailing in this first voyage from Buffalo to this town being forty-four hours and ten minutes, the wind being ahead during the whole passage. Not the slightest accident happened during the voyage, and all the machinery worked admirably. Nothing could exceed the surprise of the sons of the forest on seeing the Walk-in-the-Water moving majestically and rapidly against a strong current, without assistance of sails or oars. They lined the banks and expressed their astonishment by repeated shouts. A report had been circulated among them that a big canoe would soon come from the noisy waters which, by order of the Great Father, would be drawn through the lakes by sturgeon. Of the truth of this report they are now perfectly satisfied. The cabins of this boat are fitted up in a neat, convenient, and elegant style; and the manner in which she is found does honor to the proprietors and her commander. A passage between this place and Buffalo is not now merely tolerable, but truly pleasant."

On this same fair river where in 1818 the brave little Walk-in-the-Water pioneered a path there now floats proudly the great fleet of the inland seas. What a tribute to the progress of a hundred years! To-day and every day the river that flows by Detroit is thick with ships of every kind.

The deep-chested freighter is the general of them all. Its throaty whistle commands instant attention from the lesser craft as it steams by. Here a palatial passenger steamer is swinging from its wharf. There a fussy motor boat is puffing wildly into midstream.

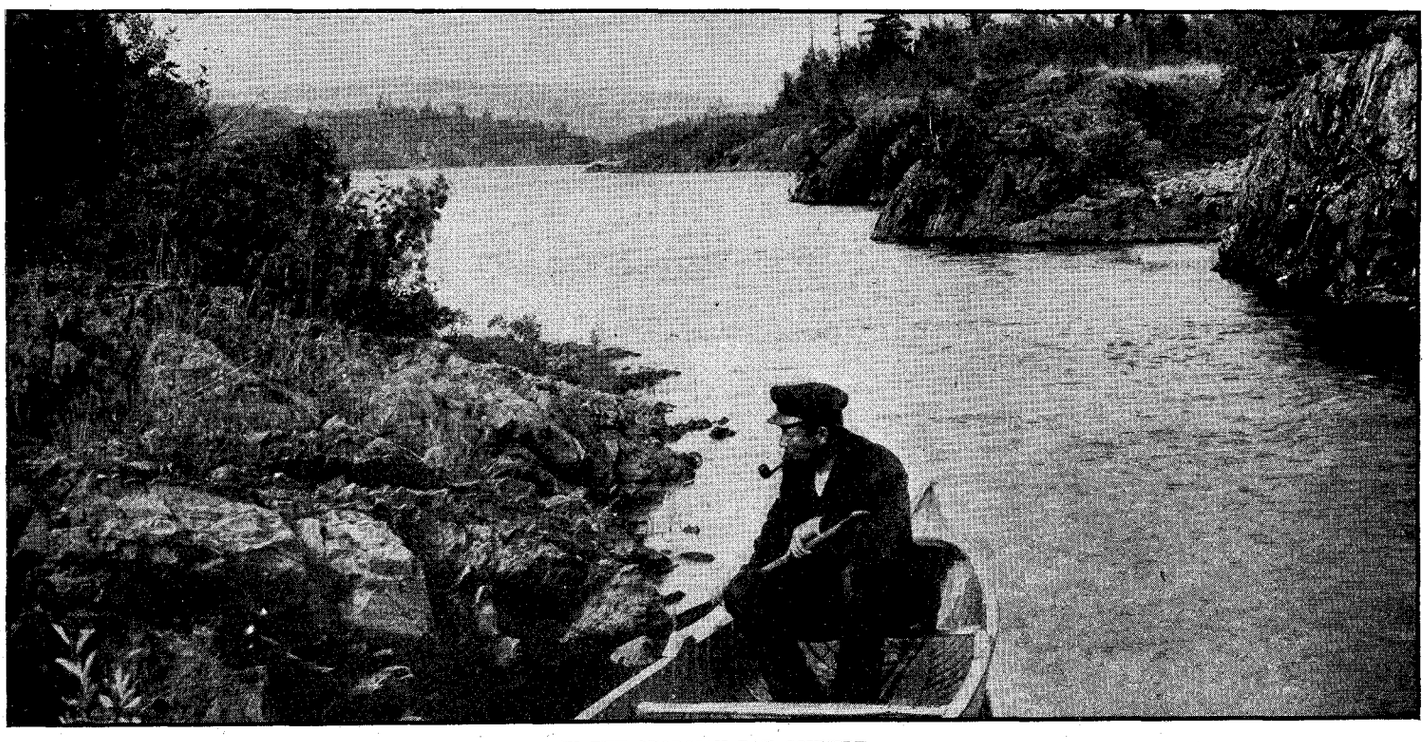
These are softer days on the Great Lakes. The struggle is over. The victory has been won. Do you see that blue-coated figure on the bridge of the great freighter that swings so nobly up stream, threading its way deftly through the maze of the greatest water traffic in the world? He is the son of the man who a half-century ago grasped the wheel of a three-masted schooner and sent her safely through a Lake Superior nor'wester.

The schooner's days are over. The whaleback, that queer-shaped product of the ship-builder's craft, has answered its purpose too. You may see a schooner now and then plowing lazily through one of the lower lakes with its tattered canvas spread to the breeze. It is the pathetic ghost of a heroic past, and it whispers of the older breed of lake men who dreamed and struggled and died, but first made their dream a reality. It tells in mournful cadences of the romance of that older day when men took no stock of safety, and life was one eternal gamble with the elements.

Disaster seldom overtakes the lake men now. The seas have all been charted and the ships have all been made to stand the roughest weather.

It has been a stirring century, this century of steam. On May 16 last the freighter Delaware arrived at Buffalo carrying the most valuable cargo ever floated on the Great Lakes. Including her own value, $450,000, the ship and cargo could have been cashed in for $2,874,880.

What if the hardy skipper of the Walk-in-the-Water could have had the vision of one hundred years later? Think of his amazement at a single cargo yielding a fortune close to three million dollars! Would not his have been the pride of leaving a splendid heritage to his posterity—the heritage of steam?



IN THE GEORGIAN BAY COUNTRY

This Indian guide is evidently waiting for his fishermen employers who have gone ashore on an island in the channel near McGregor Bay

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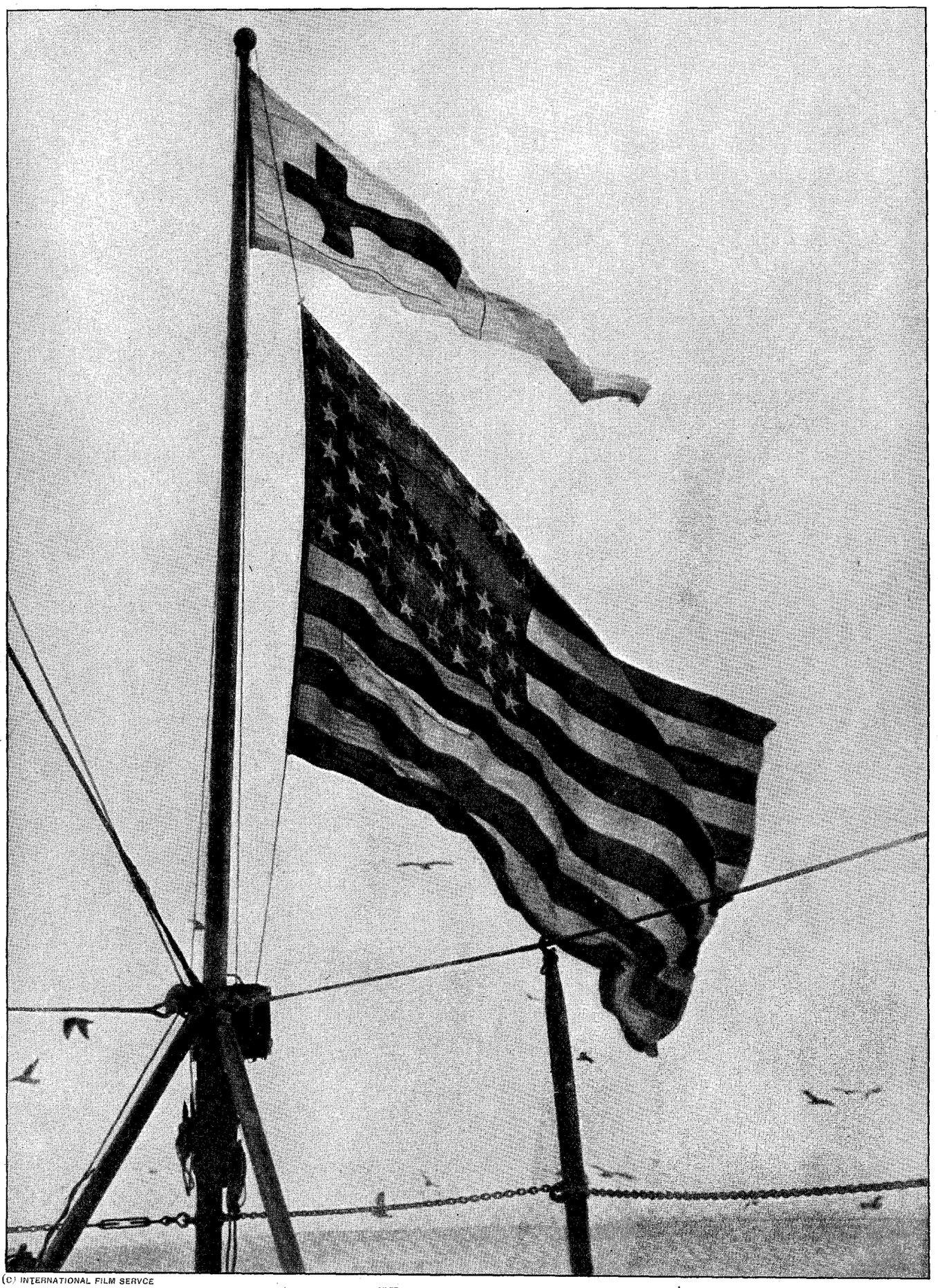

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THE CALL TO SERVICE

When this pennant is raised above the Stars and Stripes, it is the signal for worship. Those men fight best in a cause like ours who can understand the meaning of these two flags

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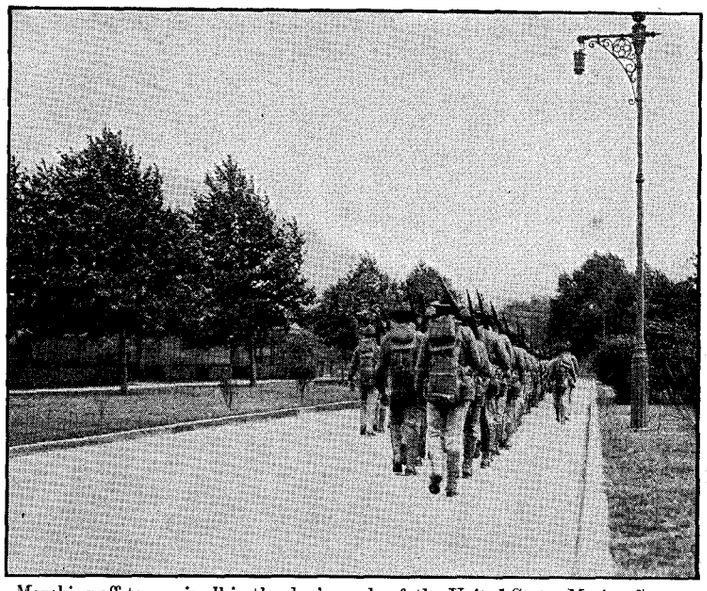
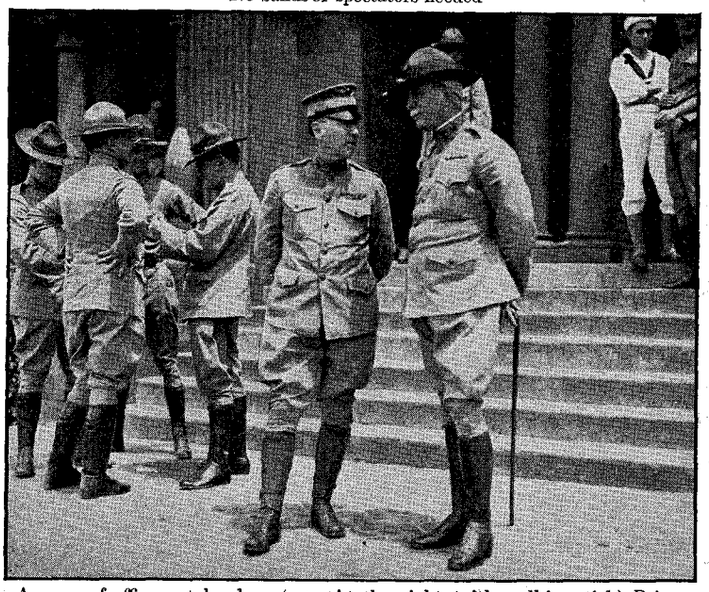


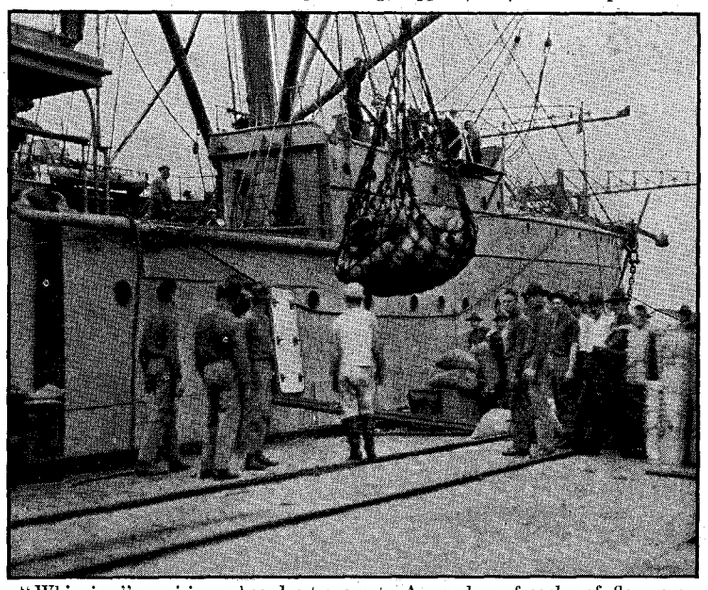
Marching off to war is all in the day's work of the United States Marine Corps. No bands or spectators needed

Three civilians managed to bid good-by to this train-load of Marines who are destined to make good the motto of their corps, "First to fight"

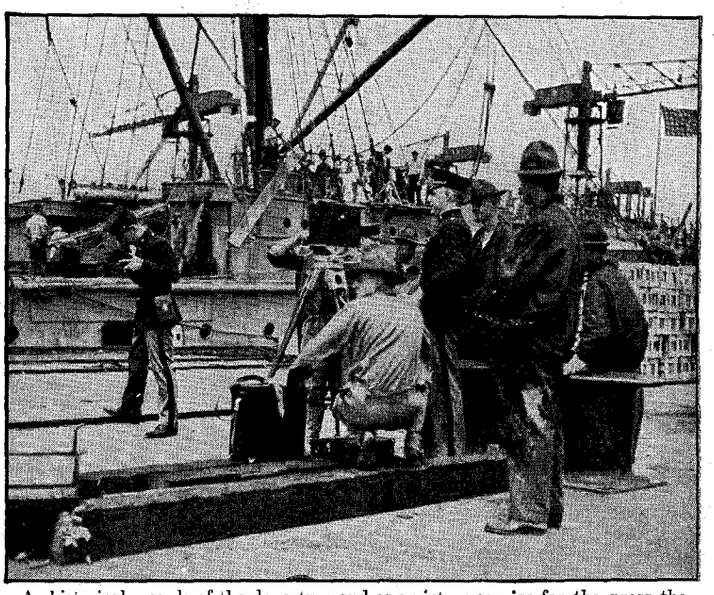


A group of officers at headquarters. At the right (with walking-stick) Brigadier-General Charles L. McCawley, quartermaster of the United States Marine Corps, talking with Colonel Charles G. Long. The quartermaster has charge of the big job of furnishing clothing, supplies, etc., for the corps

The only spectators wearing mufti were a few of the officers' wives. At the right in this snapshot is Major-General George Barnett, Commandant of the Corps. In the backgronnd Captain Davis B. Wills, assistant paymaster



"Whipping" provisions aboard a transport. A number of sacks of flour are thrown on a rope net; then a donkey-engine "whips" them off of the dock and into the hold. All the pictures on this page, with the exception of this one, are here printed for the first time. They are all published through the courtesy of the United States Marine Corps Publicity Bureau



As historical records of the departure and as a picture service for the press the Marines made "movies" and "stills" of the day's activities. The quartermaster sergeant operating the moving picture camera and a private with a still camera accompanied the regiment to France. This photograph shows them at work as the transports were being loaded

UNITED STATES MARINES EMBARKING

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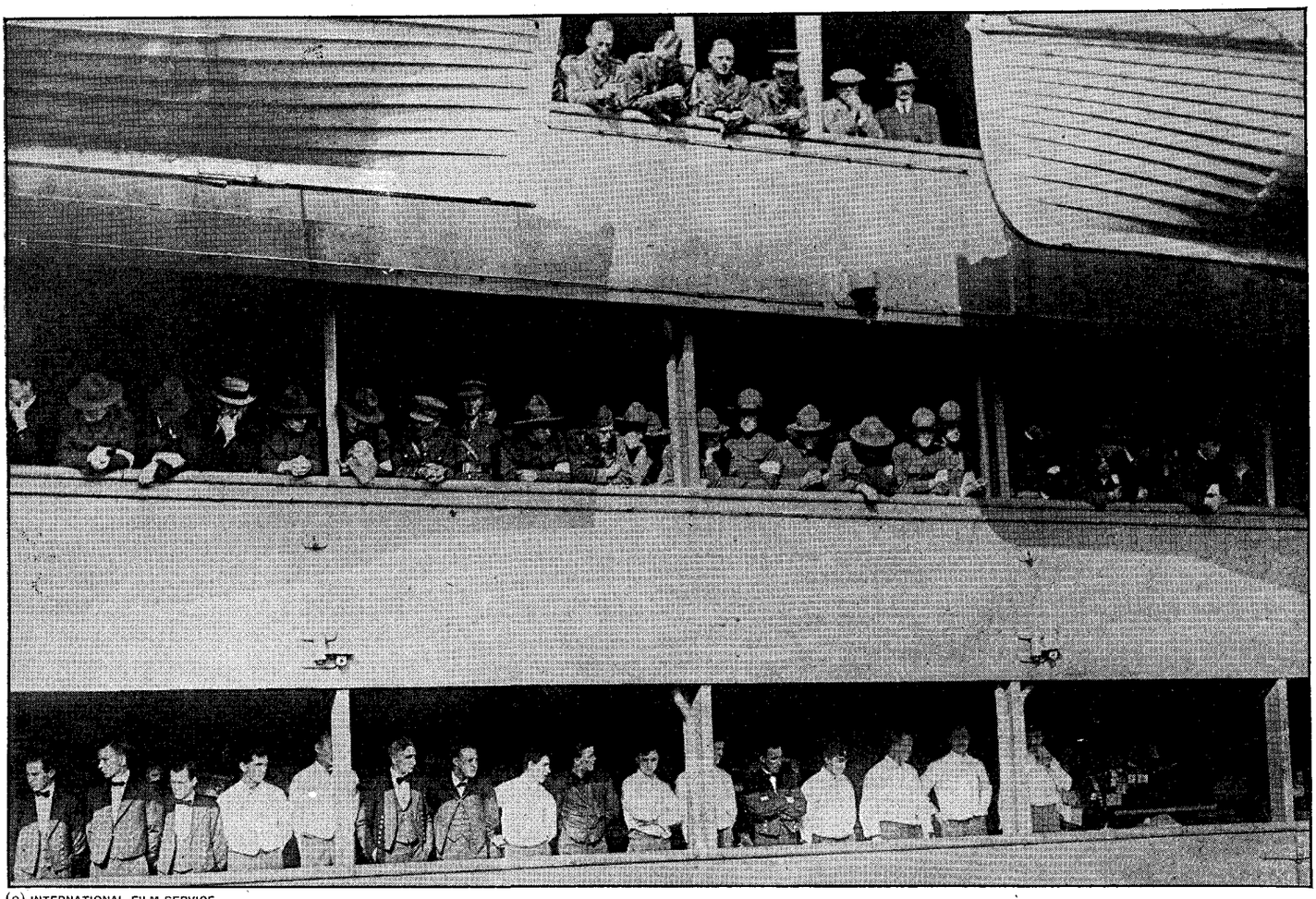

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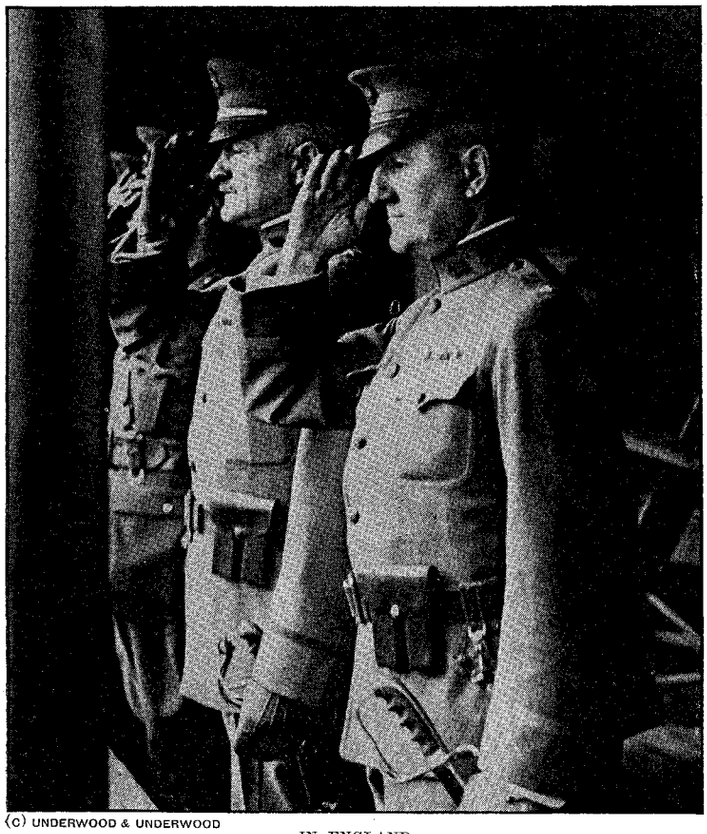
THE FIRST GLIMPSE OF ENGLAND

The arrival of some of the American contingent at an English port



(c) UNDERWOOD & UNDERWOOD

IN ENGLAND

General Pershing and Lieutenant-Colonel Harbord salute as the British national anthem is played

(c) INTERNATIONAL FILM SERVICE

IN FRANCE

This is a scene in front of the American headquarters in Paris, after the arrival of General Pershing and his Staff

AMERICAN SOLDIERS ABROAD

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WEEKLY OUTLINE STUDY OF CURRENT HISTORY

BY J. MADISON GATHANY, A.M.
HOPE STREET HIGH SCHOOL, PROVIDENCE, R. I.

Based on The Outlook of July 4, 1917

Each week an Outline Study of Current History based on the preceding number of The Outlook will be printed for the benefit of current events classes, debating clubs, teachers of history and of English, and the like, and for use in the home and by such individual readers as may desire suggestions in the serious study of current history.—THE EDITORS.

[Those who are using the weekly outline should not attempt to cover the whole of an outline in any one lesson or study. Assign for one lesson selected questions, one or two propositions for discussion, and only such words as are found in the material assigned. Or distribute selected questions among different members of the class or group and have them report their findings to all when assembled. Then have all discuss the questions together.]

I—INTERNATIONAL AFFAIRS

A. Topic: A Roman Catholic Document.
Reference: Pages 356, 358.
Questions:

Note—Every reader of The Outlook should make of this topic the basis of a study of Catholicism and Protestantism *from secular history*. This studying should be done in a dispassionate and intellectually honest manner. No person can lay claim to being educated who is ignorant of the facts called for in this study. 1. What is prejudice? What is its function? Upon what does it rest? Is it possible to be free from it? 2. Why do some Protestants have prejudices against Catholics? Why do some Catholics have prejudices against Protestants? 3. How is it possible for both Catholics and Protestants to remain Catholics and Protestants and be without prejudice and distrust toward each other? Describe the qualities of mind and heart which such an attitude requires. 4. Do you think religious matters should be taught and *discussed* in public schools? What should and does guide you in answering? 5. What is *the* fundamental difference between Catholicism and Protestantism? Name other differences. Between Roman Catholicism and Greek Catholicism? How does Anglicanism differ from all these? 6. What are the seven sacraments? Do Protestants believe in these? Why or why not? 7. Describe the organization and discuss the function of the early Christian Church. 8. Was and is the Christian Church a very democratic organization? 9. Give an account of the services of the Catholic (Christian) Church to civilization from 313 to 1273. Was there any institution of as great or of greater service to civilization during this period? 10. Have you an accurate knowledge of the following religious terms: "Religion," "theology," "doctrine," "orthodox," "heresy," "creed," "paganism," "heathens," "bishop," "martyr," "deacon," "presbyter," "laity," "patriarchs," "Christian Church," "Christendom," "celibacy," "Peter's Pence," "cardinal," "Papacy," "ceremony," "rite," "bulls," "dispensations"? 11. Tell why and how Protestantism came to be established. Results of its establishment? 12. Discuss the origin and the function of the Knights of Columbus. 13. For what reasons is The Outlook glad to report to its readers the findings of the Commission on Religious Prejudices of the Knights of Columbus? What were those findings? (Read all of the pages referred to in the indexes of the following books under the headings "Christianity," "Christian Church," "Church of England" or "Anglicanism," "Catholic Church," "Pope," "Church," and "Reformation;" Webster's "Early European History;" Harding's "New Medieval and Modern History;" Myers's "Ancient History" and "Mediæval and Modern History" (revised editions); Robinson's "Mediæval and Modern Times;" Breasted's "Ancient Times;" and Hazen's "Modern European History.")

B. Topic: The Germanic Menace to Liberty and German Public Opinion.
Reference: Editorial pages 358, 359; also 361, 362.
Questions:

Note—Every American should read and read and read about Germany's ideals and objects. Her ideals and objects are a greater menace to this world than the Mohammedan peril and Napoleonism ever were. Millions of people in America do not yet realize this unquestionable fact. 1. Meaning of menace. 2. Discuss the paragraph which The Outlook quotes from its issue of August 15, 1914. 3. What is your answer to The Outlook's question: "Has, then, this war been fought in vain?" 4. Study the map on page 359. Suppose peace was made on the basis of this map, what would be the future results for Europe? For America? For civilization at large? For *you?* 5. If great danger lies in a Mid-European Empire dominated by Prussia, what can and must be done to break up its actual formation? Can the peoples represented by the black portion of the map referred to be liberalized? Or must they be destroyed? 6. For what reasons is democracy more desirable than autocracy? How many definite and convincing reasons can you give? 7. Show what has been done by the spirit of nationalism, by the spirit of patriotism, and by the spirit of liberty. (Read "Golden Lads," by Gleason; "Ordeal by Battle," by Oliver; "Pan-Germanism," by Usher; and "Germanism from Within," by McLaren.)

II—NATIONAL AFFAIRS

Topic: More's "Utopia."
Reference: Editorial, pages 359, 360.
Questions:

1. Discuss why you think The Outlook published this editorial? 2. What were the things More preached? 3. Discuss the function and fate of reformers. 4. What do you think about a "better world" and "a new social order"? 5. Answer at length The Outlook's question at the very end of this editorial.

III—PROPOSITIONS FOR DISCUSSION

(These propositions are suggested directly or indirectly by the subject-matter of The Outlook, but not discussed in it.)

1. The teachers, the preachers, and the politicians are responsible for the ideals of nations. 2. A democracy must necessarily educate its lawmakers while they are in the process of making laws.

IV—VOCABULARY BUILDING

(All of the following words and expressions are found in The Outlook for July 4, 1917. After looking them up in the dictionary or elsewhere, give their meaning *in your own words.*)

Sentiments, press, crucial, education, worship, community, allegiance, imperialism, informal.

DOUBLE GRIP
Boston Garter
Velvet Grip
Number 835
Satin Pad, Cable Web
35 cents a pair
This is not a 25 cent garter selling for 35 cents — it is the most luxurious and the most efficient garter to be had for less than 50 cents.
GEORGE FROST COMPANY, MAKERS, BOSTON

HADDON HALL
ATLANTIC CITY
ALWAYS OPEN—RIGHT ON THE BEACH AND THE BOARDWALK
APPEALS particularly to cultivated people who seek rest and recreation at the Sea Shore. From everywhere such guests have come regularly for 40 years—it is so satisfying, free from ostentation, comfortable, sufficient. Every facility is offered young and old for enjoyment.
A step and you are in the surf. Fascinating shops and a thousand amusements along the Boardwalk. Privileges of fine golf and yacht clubs. Rooms comfortable and attractive — delightful music, interesting people.
Make reservations — write for illustrated folder
LEEDS & LIPPINCOTT

CHALFONTE
ON THE BEACH
HOSPITABLE HOMELIKE
ATLANTIC CITY
ALWAYS OPEN
THE LEEDS COMPANY

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Close view of the roof of The Pierce-Arrow Motor Car Co., Buffalo, N. Y. General Contractors: Aberthaw Construction Company, Boston, Mass. Roofers: Jameson Roofing Company, Buffalo, N. Y.

This Roof is Guaranteed until 1936—

THE following illustrates the working of our new plan to *guarantee Barrett Specification Roofs for twenty years.*

When the question of roofing was reached in the specifications covering the building illustrated, the Construction Department of The Pierce-Arrow Motor Car Company inserted approximately the following in the building plans:

"The roof shall be laid according to the Barrett Specification, dated May 1, 1916, and the roofing contractor shall upon completion of the job deliver to us the Barrett 20-Year Guaranty Bond in accordance with Note 1 of such Specification."

Competitive bids were then asked for.

The concern to which the job was finally awarded promptly notified us regarding the job, asked for our Inspection Service, and the 20-Year Bond.

Our inspectors supervised the job, saw that the Specification was strictly followed both as to methods and materials, and on its completion certified that the roof was O.K. in every respect.

On this certification the United States Fidelity & Guaranty Company of Baltimore issued a 20-Year Surety Bond, *which exempts the owner from any maintenance or repair expense to the roof until 1936.*

The Guaranty Bond costs the owner and the roofing contractor nothing.

How to Get the 20-Year Guaranty Bond

This new Guaranty Bond is issued on all Barrett Specification Roofs of 50 squares or more in all towns in the United States and Canada of 25,000 population and over, *and in smaller centers where our Inspection Service is available.*

Our only requirements are that the roofing contractors shall be approved by us and that The Barrett Specification, dated May 1, 1916, shall be strictly followed.

A copy of The Barrett 20-Year Specification, with roofing diagrams, sent free on request

The Barrett Company

Largest Manufacturers in the World of Roofing and Roofing Materials

New York Chicago Philadelphia Boston St. Louis Cleveland Cincinnati Pittsburgh
Detroit Birmingham Kansas City Minneapolis Nashville Salt Lake City Seattle Peoria
THE PATERSON MANUFACTURING COMPANY, Limited: Montreal Toronto Winnipeg Vancouver
St. John, N. B. Halifax, N. S. Sydney, N. S.

TRADE B MARK

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THE NEW BOOKS

This department will include descriptive notes, with or without brief comments, about books received by The Outlook. Many of the important books will have more extended and critical treatment later.

FICTION

Mannequin (The). A Novel. By Julie M. Lippmann. Duffield & Co., New York. $1.30.

My Country. A Story of To-Day. By George Rothwell Brown. Small, Maynard & Co., Boston. $1.35.

Rib of the Man (The). A Play of the New World in Five Acts. By Charles Rann Kennedy. Harper & Brothers, New York. $1.30.

Rustler of Wind River (The). By G. W. Ogden. A. C. McClurg & Co., Chicago. $1.30.

Seen and Heard: Before and After 1914. By Mary and Jane Findlater. E. P. Dutton & Co., New York. $1.50.

Short stories of character touched with quiet humor.

Someone and Somebody. By Porter Emerson Browne. The Bobbs-Merrill Company, Indianapolis. $1.35.

A somewhat over-realistic description of the ill use made of suddenly acquired wealth by a young man whose previous record for energy and ability had been good. As this is a romance, naturally the young man in question is saved from his danger by the love of a fine young woman.

BIOGRAPHY

Lively Recollections. By the Rev. John Shearme. The John Lane Company, New York. $1.50.

Canon Shearme is a native of North Cornwall, and his recollections embrace a wide period—from the days of stage-coach traveling and highway robbery down to the present time. Recently we quoted from this readable book in our By the Way.

RELIGION AND PHILOSOPHY

Religion in a World at War. By George Hodges. The Macmillan Company, New York. $1.

This, the latest of its gifted author's many publications, is a volume of eight short sermons. Their titles are inviting: "In the Storm of War;" "Easter in a World at War;" "Memorial Day in a World at War;" "All Saints' Day in a World at War;" "Christmas in a World at War;" "God and the World's Pain;" "Pain and the World's Progress;" "The Everlasting Vitality of the Christian Religion." This is a book for the Nation. It clarifies and confirms our National confession, "In God we trust."

Religious History of New England (The). King's Chapel Lectures. By Prominent Representatives of Eight Large Protestant Communions. The Harvard University Press, Cambridge. $2.50.

So interwoven are religious and political ideas, and so large has been New England's share in shaping American ideals, that this history is one of National interest. It is a history of the rise and progress of religious liberty. The idea of it, brought in the bud to Plymouth Rock in 1620 and to Boston in 1630, was necessarily long in flowering out into the present ideal of it. It could not until National independence had quenched the last spark of fear of the British hierarchy from which the Puritans had fled hither.

Its rise and gradual development are described by eminent representatives of its contributory factors—Congregationalists, Unitarians, Baptists, Quakers, Episcopalians, Methodists, Universalists, Swedenborgians. Their story, replete with details of controversies, is animated with sketches of notable characters and with many illustrative incidents and curious anecdotes. A single lapse from historical justice needs pointing out. The Quaker ranters persecuted by the Puritans were not, as any reader would infer, the same sort of people as the estimable Friends of to-day. The volume needs an index.

Religion of the Church (The) as Presented in the Church of England. A Manual of Membership. By Charles Gore, D.D. The Young Churchman Company, Milwaukee. 75c.

Bishop Gore, an eminent leader of the Church of England, finds it resembling a trade union a large number of whose members never obey its rules or fulfill their obligations. To revive a due sense of membership is the aim of this manual for Churchmen. He lays stress on the need of a thoroughly fraternal Christianity. Ethically and spiritually admirable, his ecclesiasticism is open to serious criticism. Holding that the only legitimate Apostolic succession is in an unbroken continuity of bishops ordaining to the Christian ministry, he affirms "with much compunction" that the free churches have no validly ordained ministry and no valid sacramental ministrations. Protestantism "bears the appearance of a temporary rebellion, which lacks in itself the conditions of reconstruction and permanence." Theologically Bishop Gore has profited by modern criticism of the Old Testament, but in general he holds to traditional orthodoxy.

WAR BOOKS

Obstacles to Peace. By S. S. McClure. Houghton Mifflin Company, Boston. $2.

A totally inadequate title for a book of great historic value; a book for editors and librarians; a storehouse of historical information largely contained in a remarkable collection of official and semi-official documents. The contrast between Georg Brandes's "The World at War" and S. S. McClure's "Obstacles to Peace" is interesting and suggestive. Georg Brandes, the pacifist, gives us his conclusions without facts to support them; S. S. McClure gives us facts and leaves the reader to draw his own conclusion. That conclusion cannot be other than this: In the face of these facts established by documentary evidence there can be no peace until the militarism expressed in literature by German authors and in deeds by the German army is absolutely and forever overthrown.

Present-Day Europe: Its National States of Mind. By T. Lothrop Stoddard, A.M., Ph.D. The Century Company, New York. $2.

This book portrays the war psychology of the various European nations; it includes, therefore, much interesting direct quotation—directer, indeed, because in the chapters dealing with the greater nations only natives are allowed to testify; thus in the chapter on England only Englishmen speak, and in the chapter on France only Frenchmen. Not all observers of the conditions precedent to the war, however, will agree with this author's conclusion that "everywhere . . . the spirit of unrest was setting the stage for the final catastrophe," and that the catastrophe was "inevitable."

War. By Pierre Loti. Translated by Marjorie Laurie. The J. B. Lippincott Company, Philadelphia. $1.25.

"Down the German beast" seems to be the prevailing note in the latest volume by Captain Julien Viaud, of the French Naval Reserve, better known to us under his pen name of Pierre Loti. Those familiar with his rather dreamy and saccharine descriptions of Turkey, Palestine, Japan, and the South Sea Islands will be a little surprised, we think, at the comparative terseness of phrase in this volume. The descriptions are of war especially as it affects little children, the Sisters of Mercy, the wounded soldiers, and the exiled rulers. When M. Viaud told the King of the Belgians that portraits of himself and the Queen were in the poorest peasant French huts, the King replied: "Yet all that I did was so natural. Could a king worthy of the name have acted in any other way?"

War Flying. By a Pilot. The Letters of "Theta" to His Home People. Written in Training and in War. Houghton Mifflin Company, Boston. $1.

Among the real books of history should be counted the intimate personal record of those who have taken part in great affairs. This little book is a record of an aviator who started in the war when he was barely eighteen. Though it gives a vivid picture of certain aspects of the use of the airplane in war, it is not so much a book on flying as it is a revelation of character. The quiet pluck, the unconscious gallantry, the serene acceptance of a world in chaos, the humor with which this young Englishman views the clash of arms from aloft, are qualities which, as displayed in this book, help to explain England's place in this war more clearly than any mere official documents can. These letters of "Theta" to his mother are, to use one of his favorite words, "ripping."

SCIENCE

Friends in Feathers. By Gene Stratton-Porter. Doubleday, Page & Co., New York. $3.50.

The author's book proves her assertion that women are especially fitted to make intimate studies of bird home life and housekeeping. She has expended almost infinite patience in watching birds in the nest and the young in their first days. As one result, she has obtained many beautiful photographs, some of which deserve the much-abused word "unique"—that of the brooding cuckoo, for instance. Mrs. Stratton-Porter tells about her friendly relations with birds in delightful fashion. The book will be a treat to all lovers of outdoor life.

MISCELLANEOUS

Livable House (The): Its Plan and Design. By Aymar Embury II. (Vol. I of Livable House Series.) Moffat, Yard & Co., New York. $2.50.

Visitors to England have often noticed that the average English suburban or country house, no matter how small it may be, is, as a rule, more picturesque than the American, even though the American interior be more conveniently arranged. The present volume gives us, certainly in illustration, an idea of added picturesqueness as to exterior easily attained by any American builder, and it also tells us about added convenience. The book is both attractive and suggestive.

Loeb Classical Library: Achilles—Greek Anthology, Vol. II; **Seneca's Tragedies,** Vols. I and II; **The Geography of Strabo,** Vol. I. G. P. Putnam's Sons, New York. $1.50 each.

Success in the Suburbs. By John R. McMahon. Foreword by O. S. Morgan. Illustrated. G. P. Putnam's Sons, New York. $2.

A rather slangy account of life in the suburbs, but at the same time a valuable account, for it contains many practical hints to the suburban dweller as to house and garden, orchard and poultry yard.

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WAR TIME REAL ESTATE in N.Y. CITY

"The Greatest 'Buy' in the U.S.A. Today"

Brooklyn Real Estate at ½ Value

(To Close Estate of Late Mr. Chas. E. Wood)

NEW YORK CITY

200 N.Y. City Lots $590 Each $5 First Payment $5 Per Month

READ THIS LETTER

JAMES R. & HARRY B. CATON
Attorneys & Counsellors At Law

ALEXANDRIA, VA. May 25th, 1917

Wm. E. Harmon, Esq., New York, N. Y.

Dear Sir:--I am directed by the American Security & Trust Company, Executor of the last will of the late Chas. E. Wood, to say that it desires to emphasize the necessity for the liquidation of the assets in which he was interested as a member of the firm of Wood, Harmon & Co. You are therefore requested to proceed to the sale of such property as is under your control with all reasonable dispatch.

American Security & Trust Co. By JAMES R. CATON, Attorney

Many of the country's largest fortunes are based on wise and TIMELY purchases of land in New York City. This advertisement offers a war time investment opportunity to the present generation, which fairly entitles it to be called the greatest "buy" in the United States today.

Mr. Chas. E. Wood, late member of the firm of Wood, Harmon & Co., had substantial holdings in the firm's various New York City realty developments. As Mr. Wood's heirs request a speedy settlement of his estate, WM. E. HARMON & Co., Inc., formerly Wood, Harmon & Co., must offer part of their Brooklyn holdings at LESS THAN HALF VALUE, to ensure a quick sale.

These lots are most desirably located, being near the terminus of the Nostrand Avenue Subway, part of the colossal $366,000,000 Dual System of Subways now within less than a year of completion. At present, trolleys on Flatbush Avenue direct from City Hall, pass the property, with other lines conveniently near.

The opening of the first subway from the center of Manhattan through Brooklyn, which opening is to take place within a year, will herald the coming boom in Brocklyn real estate. Foresighted people will not wait until the best bargains are picked up. It is better to be two months too early than two minutes too late. If we are not mistaken, the rise in values will be something like Washington Heights, where lots could be bought for $2,500 six months before the opening of the subway that sold for $6,000 six months after.

Mr. Wood's interests MUST be disposed of at once. WM. E. HARMON & Co., Inc., the most widely known and largest realty operators in this country, stand behind the offer, which is an assurance of the soundness of the investment. "Buy now and share in the dividends of the near future."

Don't wait. There may be an enormous response to this offer. It is an opportunity which rarely comes. ACT NOW!

Free Trip to New York

We want every customer to visit New York and inspect his purchase and we therefore make the following offer, viz.: We will allow your entire railroad fare to New York City and return, not to exceed $36, crediting the full amount on your purchase. We only require that the inspection be made with our representative, and within one year from the date of purchase.

Our References

We have been in business over twenty-nine years and are considered the largest real estate concern in the world. We refer you to your own bank or any commercial agency regarding our financial standing and reputation.

Money Back If Not Satisfied

Come to New York at any time within ninety days after date of your purchase; visit our properties with our representative; keep what you have if you think it is the best bargain in our $12,000,000 holdings; change it for any other lot if you will, or go to our cashier's desk and get back every dollar you have paid us if you are not satisfied with any of our lots.

Cut out this coupon and mail to

WM. E. HARMON & CO., Inc.
(Formerly Wood, Harmon & Co.)
261 Broadway Dept. D-3 New York

CUT OUT ALONG THIS LINE, SIGN AND MAIL

Dept. D-3
Wm. E. Harmon & Co., Inc.
261 Broadway, N. Y.

Please send me full particulars of your War Time Sale of Brooklyn Lots at $590.

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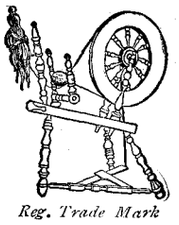
Specials *in* Lingerie *and* Children's Wear



Reg. Trade Mark

The lateness of the season makes this a specially opportune occasion to fill up your Children's wardrobes at very low cost. All of these goods are perfectly fresh and new, but we are clearing them out at the following very low prices:

Boys' Wash Suits in two styles. One of White Linen with colored embroidery; the other of Blue or Tan Devonshire with White Pants. Both in sizes 2 to 5 years, at $2.95.

Girls' Dresses, of White Dimity and colored Chambray, sizes 2 to 5 years, $1.50 to 4.75. Sizes 6 to 12 years, $2.85 to 10.75.

Drawers of Cambric and soft Nainsook, embroidered and lace-trimmed, sizes 4 to 10 years, 50c.

Princess Slips, lace-trimmed, sizes 1 to 3 years, 45c.

Band Skirts, with Ruffles, Tucks, and Val. Lace, sizes 8 to 12 years, 45c.

The balance of our Summer Coats and Hats for Children has been reduced to half price.

Lingerie for Women

Philippine Gowns, hand-embroidered, $2.75, 3.75 and 4.50.

French Gowns, embroidered and lace-trimmed, $2.95 and 3.95.

Orders by Mail Given Special Attention.

James McCutcheon & Co.

Fifth Avenue, 34th & 33d Sts., N. Y.

War-Time Prohibition

An Appeal From Britain

America has done gloriously. Will you please help the "Strength of Britain Movement" to win war-time prohibition in Great Britain? Already we have succeeded in reducing beer from 36,000,000 to 10,000,000 barrels a year. See Printer's Ink, June 28, for our history.

All officials honorary. Donations urgently needed, and may be sent either to **Hon. Secretary P. G. A. Smith, Bedford, N. Y.**, or direct to "Strength of Britain Movement," 20 Denman street, London, W., England.

THE WORD OF THE TRUTH

A Harmony of the Whole Gospel in the simple sense in which it was first understood. You see the teaching of Jesus clearly, and see it whole. A manual of reasonable and practical religion. Sent postpaid for $1; or, description on request.

The Truth Publishing Foundation, Eufaula, Ala.

Important to Subscribers

When you notify The Outlook of a change in your address, both the old and the new should be given. Kindly write, if possible, two weeks before the change is to take effect.

A TIMELY PETITION

BY TUDOR JENKS

In times like these, when souls are tried,
When urgent needs must be supplied,
When perils of the future bide—
Pray grant, O Lord, we may escape
The strangling meshes of Red Tape!

Give us wise men, men on the spot,
Who'll cut each tangled Gordian knot,
And clear away the dead dry rot—
Pray grant, O Lord, we may escape
The strangling meshes of Red Tape!

"THE BATTLE HYMN OF THE REPUBLIC"

Dr. Abbott's interesting editorial in the issue of The Outlook for June 27 on "The Battle Hymn of the Republic" brings to mind one important point in connection with the singing of that incomparable National and, as Dr. Abbott truly says, international song. It is invariably rendered too fast. Every one who knows anything of music is aware that the tempo is one of the most important things in musical interpretation. A change of tempo seems actually to change the meaning of a melody. For example, try playing the old Scotch dance "Gaily May the Keel Row" first very rapidly, as originally used for dancing, and then much more slowly. The latter method changes it to a somewhat expressive love song, giving it an unexpectedly tender and thoughtful note.

The air to which the "Battle Hymn" was composed is not inherently up to the level of that magnificent poem, but it is too closely associated with it to be superseded by another setting. As usually played and sung, however, it is so far below that level as seriously to detract from the dignity and force of the words. The tempo of a jig, or even a quickstep, may be suited to "John Brown's Body" or to the old jingle, "Hang Jeff Davis to a sour apple tree," but it is totally unsuited to Mrs. Howe's inspired poem. The song is dashed through in mad haste, making it difficult to pronounce the words, much less to give them expression. The poem is simply lost in the race, and one's breath is lost with it. Few realize the real force and enthusiasm that can be put into the melody, and the immense inspiration that it can convey when rendered in moderate time, with an impressive fullness of quantity, clearness, and emphasis. Of course the worst thing in singing is to drag out the time slowly and drearily; but there is a medium course, and I have never been able to understand why all bands, and even good chorus leaders, make a practice of galloping through the stately "Battle Hymn" at a pace that would make "Tipperary" unsingable. I once heard it sung by a large assembly when it happened to be started at the proper tempo. A little slowing up made all the difference.

I love "The Star-Spangled Banner," in spite of "Oh, say" and all the rest. Through its strong and telling refrain it was chosen instinctively by the people, and would be hard to supersede. But the great "Battle Hymn" is indeed, as Dr. Abbott says, for all times, all wars, all nations. I believe it has only to be sung differently to be recognized by the American people as their priceless treasure of National expression—their ideal song.

MARION COUTHOUY SMITH.

East Orange, New Jersey.

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PRACTICAL AMERICA— AND THE FRANKLIN CAR

AMERICANS are at heart a practical people. There is something in them that responds to Thrift; something that makes them ashamed of extravagance and waste.

They may get off the track occasionally, but they always come back to the main road of efficiency and common-sense.

$300,000,000 Wasted in Gasoline and Tires Every Year

The average American is busy. Outside his business he lets others do his thinking. He thinks with his crowd.

He did this on motor cars. He bought dead weight and rigidity, ponderous machinery and big wheel base.

He lugged around radiators and plumbing, a water-cooling system of 177 parts.

He *paid the price* in upkeep and depreciation, tire destruction, gasoline waste.

It cost him about $600,000,000 a year and did not give him the comfort of the flexible, easy riding Franklin, with its *world's record of economy in cost of operation.*

There is no middle ground in this thrift question.

A car has it—or it has not.

Like easy riding comfort—if thrift is there it proves itself.

Take the tire question, for instance.

If the owner of a *heavy machine* uses his car as freely as the Franklin owner uses his scientific-light-weight car, in three years he will buy *four sets of tires* to the Franklin's two—and the tires alone will cost him nearly *three times* what they cost the Franklin owner.

There never was a more complete demonstration of a *principle* than the way every *thrift-record* in the fine car class has been established by the *Franklin Car.*

Efficiency Standards Established for Motor Cars

Gasoline! Franklin National Economy Test, May 1, 1914—94 Franklin Cars in all parts of the country averaged 32.8 miles to the gallon of gasoline.

And again May 1, 1915—137 Franklin Cars averaged 32.1 miles to the gallon.

And again in the Yale University Fuel Economy Test, when Professor Lockwood and Arthur B. Browne, M. E., established the fact that the Franklin Car uses less gasoline per mile than any other car with six or more cylinders.

Oil! In the New York to Chicago Oil Test the Franklin Car ran 1046 miles on one gallon of oil.

Power! Efficiency Test by the Worcester Polytechnic Institute demonstrated that the Franklin delivers 84.4 per cent. of its engine power at the rear wheels.

Tires! The five-year National Tire Average of Franklin owners is 10,203 miles.

Investment Value! If you can find a used Franklin for sale, you will pay *twenty per cent. more for it* than for any other fine car in proportion to its first cost and the use it has had.

American Motor Cars Carry More People than the Railroads

The more this country gets down to stern *realities* the bigger place there is for the Franklin Car.

There is nothing new in the Thrift of the Franklin—only more people are recognizing it.

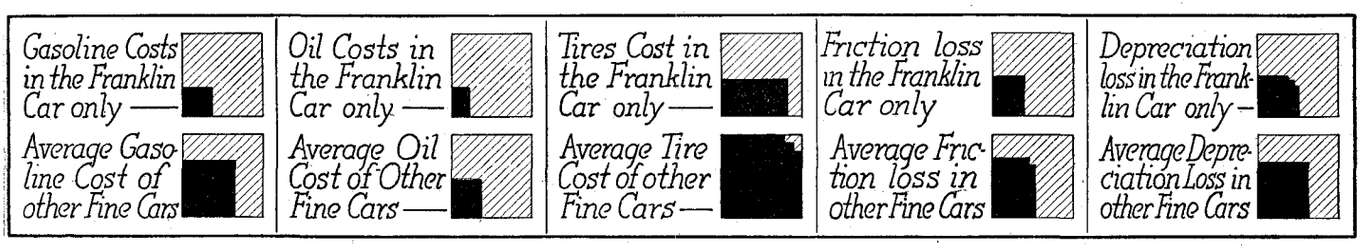
The Franklin owner has nothing to change, nothing to explain or excuse.

He is using his car more instead of less, because it is primarily a car of *utility*, owned and operated on a *Thrift basis.*

It must be gratifying to him that he saw these things *before* the call to National Thrift.

Touring Car	2280 lbs.	$1950.00
Runabout	2160 lbs.	1900.00
Four-pass. Roadster	2280 lbs.	1950.00
Cabriolet	2485 lbs.	2750.00
Sedan	2610 lbs.	2850.00
Brougham	2575 lbs.	2800.00
Town Car	2610 lbs.	3100.00
Limousine	2620 lbs.	3100.00

All Prices F. O. B. Syracuse


Gasoline Costs in the Franklin Car only —
Average Gasoline Cost of other Fine Cars
Oil Costs in the Franklin Car only —
Average Oil Cost of Other Fine Cars —
Tires Cost in the Franklin Car only —
Average Tire Cost of other Fine Cars —
Friction loss in the Franklin Car only
Average Friction loss in other Fine Cars
Depreciation loss in the Franklin Car only —
Average Depreciation Loss in other Fine Cars

FRANKLIN AUTOMOBILE COMPANY

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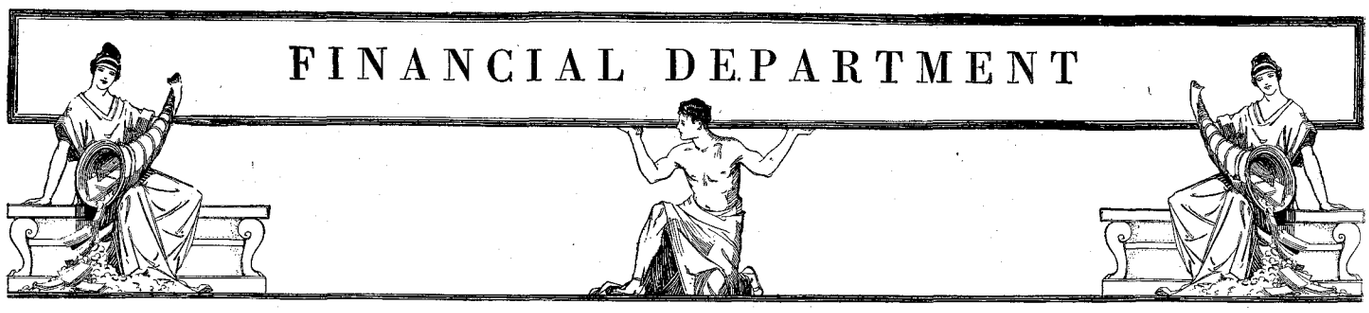

All legitimate questions from Outlook readers about investment securities will be answered either by personal letter or in these pages. The Outlook cannot, of course, undertake to guarantee against loss resulting from any specific investment. Therefore it will not *advise* the purchase of any specific security. But it will give to inquirers facts of record or information resulting from expert investigation, leaving the responsibility for final decision to the investor. And it will admit to its pages only those financial advertisements which after thorough expert scrutiny are believed to be worthy of confidence. All letters of inquiry regarding investment securities should be addressed to

THE OUTLOOK FINANCIAL DEPARTMENT, 381 Fourth Avenue, New York

A Comparison of January and July Bond Prices

The attention of investors is called to the following comparison of bond prices and yields. A review of the market history of these issues shows that present prices are unusually low.

Issues	Jan. 1917 Price	Jan. 1917 Yield	July 2, 1917 Price	July 2, 1917 Yield
Florida East Coast Railway 1st Mortgage 4½'s	96	4.72%	91½	5.00%
Chicago, Milwaukee & St. Paul Ry. Debenture (now Mortgage) 4's	94⅝	4.45	85½	5.30
Chicago, Milwaukee & St. Paul Ry. General & Refunding 4½'s	98½	4.57	84¾	5.32
Chesapeake & Ohio Ry. Co. Convertible 5's	94¾	5.35	88¼	5.85
Seaboard Air Line Ry. Co. First & Consolidated 6's	99½	6.04	93½	6.50
Interborough Rapid Transit Co. First & Refunding 5's	99⅝	5.02	93½	5.38
American Tel. & Tel. Co. Collateral 4's	92¾	4.78	87½	5.43
United States Rubber Co. First & Refunding 5's (Issue price)	96¾	5.22	86	6.02

Circulars describing any of the above issues will be sent upon request.

The National City Company

National City Bank Building, New York

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PORTLAND, ORE. Railway Exchange Bldg.
SEATTLE, WASH. Hoge Building

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THE SPIRIT OF NATIONAL SERVICE

IT is not money that the Nation must have for the prosecution of the great war. Our armies cannot be transported to France with money; they cannot eat money, nor fight with it, nor use it to heal their wounds. The huge store of gold in the treasury will not turn the tide of a single battle in Flanders.

What the Nation must have to wage the war for democracy is materials—the product of labor. Money will not produce these. It is labor, and labor alone, that will provide the Nation with the munitions of war. We must have guns, ammunition, transports, battle-ships, food, clothing, machinery—a thousand and one things from our farms and mines and factories. Our capacity to supply these is not measured by the gold in the treasury nor the deposits in the banks, but by the industrial productive power of the people.

It is true that the Government has asked the people for a loan of $5,000,000,000, and that Congress is making ready to conscript $2,000,000,000 from the people through taxation. But it is our labor, not our dollars, that the Government has really asked for.

HOW GERMANY "SPENDS" BILLIONS

For three years Germany has been waging war against the democracies of Europe. She has "spent" billions of wealth, but there is no less gold within the German frontiers to-day than there was when she lighted the torch of destruction in July, 1914. She produces neither gold nor silver. And so long as her men hold out she can go on for years "spending" billions of wealth in warfare. Germany's ability to prolong the war is measured not by money, but by man power. She may print "money" by the billions; she may inflate her credit structure and pile up bank deposits to the moon; but all of this "money" will be powerless to maintain her armies at the front and sustain her people at home.

Germany's rise as a world power was the result of her wonderful development of the machinery of industrial production. Her success in the world conflict has been due to her ability to divert all her productive energies from the pursuits of peace to those of war. All her people are in the work of war.

If America is efficiently to devote herself to the task to which she has pledged herself—to make the world safe for democracy—she must give, not her dollars, not her stored-up wealth, but her productive energies to the business of war.

SPEEDING UP PRODUCTION

We might give outright to our allies ten billions, twenty billions, fifty billions of money and credit. But they could not win the war with all this treasure. What they must have, and what we must supply, is the product of our industry. And no nation at war was ever in such a commanding position as our own is at this moment to produce the things needed in a great conflict.

For those of us who will not be privileged to go to France to fight for democracy, but must stay at home working for democracy, the path of duty is clear.

These things we must do:

1. Speed up the machinery of production.
2. Divert production from the things not needed to the things that are needed.
3. Check wasteful consumption.

The wealth of this country is now $200,000,000,000. Our annual production is $50,000,000,000. In four years we produce as much as we have saved in the four centuries since the adventurous Italian navigator discovered the New World. In a fortnight the product of our industry is equal to the $2,000,000,000 raised by the Government in the first Liberty Loan.

But we can greatly accelerate our production. Will not every American work harder and produce more when he realizes that upon this Nation's effectiveness of production hangs the fate of the war? Not since we took our place as a world power have we ever before worked together under the stimulus of a mighty National task to be done, and done well. In this great adventure to which we have pledged our lives, our fortunes, and our sacred honor, is it not conceivable that we may increase our production by a fifth—$10,000,000,000 a year—enough to pay our share in the war?

MAKING OUR WORK COUNT

Will not the farmer make two blades of grass grow where one grew before? Will not the machinist at the lathe be anxious to give another hour a day while his fellow-workman is giving his life in the trenches?

With the increased effectiveness of production there must also come the shifting of production from the less to the more essential industries. Motor trucks are now more needed than limousines. Lumber must be fashioned into cargo ships rather than summer cottages. Steel for railway construction must take precedence over steel for sky-scrapers. Europe is crying for bread, not for whisky.

The longer the war lasts, the more revolutionary will be the direction of production into the most essential industries. But this is a transition that must be effected with care, so as not wantonly to destroy the property or trample upon the rights of citizens who happen to be engaged in occupations that served our wants before the war.

The checking of wasteful consumption—not merely of food, but of all things needed by the Nation in the prosecution of the war—will be more difficult to accomplish. We have been a wasteful people. Only in very recent years have we begun to realize that our resources are not inexhaustible. But thrift we must learn, and the war, if prolonged, will drive the lesson home.

SAVING $5,000,000,000 A YEAR

Only a small part of our $50,000,000,000 a year production can be actually saved. A large part of it—the food products of the farms, for example—is labored for only to be destroyed in consumption. Coal is similarly destroyed as fast as it is dug out of the earth, and here it is that we must strive for greater economy of consumption.

Our permanent savings (or what the economists would describe as our long-time savings, because all things are consumed by time) have been upwards of $5,000,000,000 a year, or more than a tenth of our production. These are such things as railways, public works, shipping, factories, business buildings, homes, farms, power plants. It is these that constitute our accumulated wealth of $200,000,000,000. To what extent we can during the war continue to make these savings will depend upon the extent to which we must devote our production to war, as well as to our ability to speed up and efficiently direct our industrial machine. We could, if we set ourselves to it, carry on

ESTABLISHED 1865

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Attractive, well-secured investments of a wide variety are fully described in our new booklet.

They are based upon well-established properties and industries of utmost importance at the present time.

Our recommendation of them is based upon 52 years' experience in handling conservative investments.

Maturities—1 to 25 years; Denominations of $100, $500 and $1,000.

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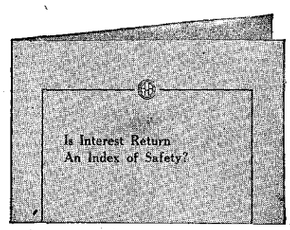

BONDS
In A Crisis

A detailed analysis of a class of bonds which yield higher interest than the average with equal or better security is given in our booklet "Is Interest Return an Index of Safety?" We'll gladly send you a copy—also the current issue of our 12-page monthly, "Bond Topics."

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111 BROADWAY, N.Y.

Stocks and Bonds
ON THE
PARTIAL PAYMENT PLAN

Write today for Booklet 30-B which explains thoroughly our method by which you may purchase Stocks and Bonds in small amounts. A small first payment is made and the balance is paid in convenient monthly installments. Dividends on stock and interest on bonds are credited to you while completing payments. Should you desire to sell your securities, you may do so at any time.

You may divide your investment among several dividend-paying securities under this plan.

Free Booklet 30-B
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sent upon request. It explains this simple plan which is being followed by careful investors in all parts of the country.

SHELDON-MORGAN
& Company
42 Broadway New York City

Members New York Stock Exchange

The Spirit of National Service (Continued)

the war without any check to our normal industrial growth.

FINANCING THE GOVERNMENT

It is the task of the Government to direct the industrial and financial mobilization of the Nation for the war. In the industrial mobilization the Government could either seize or borrow from individual citizens, according to their ability to provide, the things needed for the conduct of the war—everything from wheat to ships. The things borrowed could be paid for by Government promises to pay. Wars in other days were conducted in such primitive fashion.

But modern nations at war finance themselves by loans and taxes, thus establishing for themselves credit funds at the banks, and then go into the markets and buy what they need in the ordinary business way. In other words, the people first put the Government in funds, and then the Government buys from the people the things produced by them for the war.

The Government has three sources from which to draw the sinews of war:

1. Accumulated wealth—the savings of the past.
2. Wealth production during the war.
3. Wealth production after the war.

NEW SAVINGS TO PAY THE COST

A moment's reflection will show that, although the wealth of this country is $200,000,000,000, it is not a fertile source from which to draw war funds. This wealth is permanently invested in farms, railways, factories, homes, and other such things. If any considerable part of the people drew their money out of the savings banks to buy Government bonds, the banks would be compelled to sell securities to get the money for their depositors. To whom would they sell the securities? Not to foreign investors, for the whole investing world is at war—it has been dumping its securities in our market for three years to pay for munitions manufactured here. The banks could sell only to other Americans, whose power to subscribe to Government bonds would be impaired by just the amount sought by their fellow-citizens. We could not thus lift ourselves by our boot-straps.

It is only from wealth production during and after the war that the Government can finance itself. The people must pay for the war out of their production—now and in the years to come.

THE BURDEN OF TAXATION

While war taxes and war loans are commonly referred to as the two sources of war funds, it is plain that all the cost of war must be met by taxation. The true sources of revenue are (1) current taxation and (2) deferred taxation. The $5,000,000,000 of Liberty Bonds will call for $175,000,000 interest a year, and this interest will be met by taxation. Eventually the bonds will be repurchased by the Government, and the $5,000,000,000 will have to be raised by taxation over a period of years.

Since the whole cost of the war must be paid out of taxation, the problem before the Government is how to spread the tax burden most equitably. The greater the proportion of bonds and the longer the term of these bonds, the greater will be the proportion of the war cost to be met by the next generation—and the greater will be the actual cost, because of the accumulation of interest. How large a share of the burden

Exceptional Investment

We offer to conservative investors who are in the habit of making their money earn over 6%, but who insist on the ultimate in safety, a series of investments having the following excellent characteristics.

1. Tangible, physical property as security.
2. A good and constantly increasing margin of value of property over total securities.
3. 6% cumulative interest.
4. The right to share in profits which accrue upon the sale of the property.

The profits in similar cases have consistently ranged from 7% to 30% (average per annum) and even considerably higher, but are available, of course, only to those who are willing to wait for returns for one or two or more years. The investment, therefore, makes its chief appeal to the experienced investor, though many investments even as small as $100 are, nevertheless, made in these securities.

Full details in booklet T-214 sent on request

JAMES D. LACEY TIMBER CO.
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The Spirit of National Service (Continued)

we ought to pass on to the rising generation and to citizens yet unborn is a problem we must soon determine. That we ought to pay during the war, or very soon thereafter, as large a share as we can does not seem to admit of much debate. We are rich now in productive resources; we know not what troubles may beset the Republic in the years to come—an even greater world war is not inconceivable—and we ought not to handicap future Americans in their struggle for existence.

TAXING WAR PROFITS

So far as current taxation is concerned, it must be the aim of the Government to distribute the burden on the wealth of the people as equitably as possible. That those who happen to profit unduly from the sudden industrial revolution should pay heavy taxes on "excess profits" is a principle of war taxation that has been adopted—and rightfully—in the Allied nations, and it will be adopted here. England is raising $700,000,000 a year by taxing excess profits. Unusual profits from war industry should flow automatically into the National war chest for the common cause.

In order that the burden of after-war taxation may be most equitably distributed, it is of importance to spread the war bonds among all the people according to their ability to take them. Then, in the years following the war, when all the people are being taxed to pay off the debt, all the people will be repaid their loans to the Government. We can well take a leaf out of the experience of the French people in meeting the great Prussian war indemnity of 1870.

For those of us whose war work for the Nation must be performed in the industrial army here in America the problem of individual service resolves itself somewhat like this:

1. Greater and more efficient production and less wasteful consumption.
2. The investment of a part of our surplus earnings (after making rightful provision for ourselves and those dependent upon us) in loans to the Government.
3. The investment of our remaining surplus in undertakings essential to the National defense and the upbuilding of the country.

BUILDING UP THE NATION

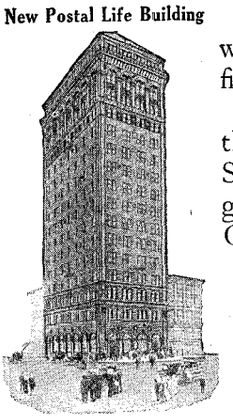
Capital must be saved, not alone for the direct financing of the war through Government loans, but also for the indirect war financing through the issuing of new securities for the development of all the vital industries of the country. Our whole economic life must be quickened; along with increased individual effort must go increased provision of capital.

Our great basic industry—agriculture, in which a fifth of the National wealth is invested—must be stimulated by the investment of new capital. It is out of the soil of America that will come the real sinews of war. Every additional day's work and every additional dollar devoted to agriculture will bring us nearer to peace and victory. The West to-day is the bread-basket of the Allied nations.

Next to the farms are the railways—an indispensable arm of the National defense. Our whole machinery of production would collapse if we failed to provide adequate inland transportation. Normally the railways need some $600,000,000 of new capi-

Life Insurance—a "Labor of Love"

New Postal Life Building



The American woman wisely appreciates the benefits of insurance-protection.

In a recent letter to the magazine SUNSET, of San Francisco, Mrs. Margaret E. Bill, of Ashland, Oregon, said:

"In the average, the humblest, and often the most prosperous American home, one of the most vital questions is the life-insurance policy."

Safety, Saving Service

The ideal insurance institution is one which makes **safety** the first consideration; which enables the public to make an actual **saving**, year after year, in the cost of insurance protection, and which renders genuine and continuous **service** to its policyholders. It is these three essentials that during the past twelve years have contributed so largely to the **success** of the

Postal Life Insurance Company

She then speaks of the saving and sacrifice sometimes necessary in the family in order to secure the future education of the children and to provide for the comfort of the wife if left alone, thus making life insurance a *real* "labor of love."

She adds that because of this, she believes the advertisement most widely read and answered by readers of April SUNSET was the announcement of the

Postal Life Insurance Company

Mrs. Bill commented on the fact that the Company made it possible for people everywhere to secure life insurance *direct*, that is, without agents; she spoke of the Company's guaranteed saving as mentioned in the mail-bag shown below; she was also impressed by the fact that the Company's direct-by-mail method is sanctioned by the Supreme Court of the United States, and she appreciated the advantage of the free annual medical examination to aid in keeping policyholders in good health.

What impressed Mrs. Bill is impressing thousands of others in the United States and elsewhere, and that is why they are turning to the POSTAL LIFE and thus getting the benefit of its decisive savings for policyholders.

Find Out What *You* Can Save

To get full official information with rates for your age on any standard form of policy (whole-life, limited-payment life, endowment, etc.) simply write and say: "*Mail insurance particulars as mentioned in* The Outlook *for July 11th.*"

And in your letter be sure to give:

1. Your full name 2. Your occupation
3. The exact date of your birth

Strong Postal Points

FIRST: *Standard Policy reserves.* Resources more than $9,000,000. Insurance in force, $40,000,000.

SECOND: *Old-line legal reserve insurance*—not fraternal or assessment.

THIRD: *Standard policy provisions*, approved by the New York State Insurance Department.

FOURTH: Operates under *strict New York State requirements* and subject to the United States Postal Authorities.

FIFTH: *High medical standards* in the selection of risks.

SIXTH: *Policyholders' Health Bureau* provides one *free* medical examination each year, if desired.

Policies are issued on the lives of men, women and young people, and distance from New York does not hinder.

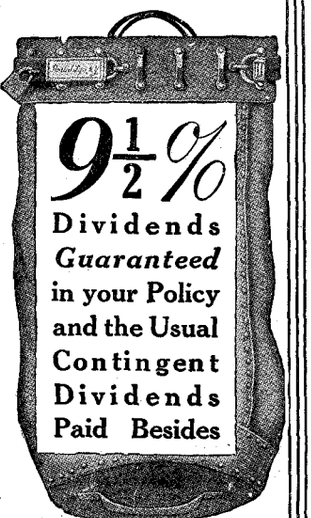
Premiums may be deposited monthly, quarterly, semi-annually or annually, at the option of the policyholder and without consulting the Company.

The request for information places you under no obligation and no agent will be sent to visit you. The POSTAL LIFE does not employ agents; the resultant commission-savings go to *you* because you deal *direct.*

POSTAL LIFE INSURANCE COMPANY

WM. R. MALONE, President

511 Fifth Avenue New York City



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The Spirit of National Service (Continued)

tal each year to enable them to keep pace with the growth of the country. Their need now, under the strain of accelerated production in all basic industries, is much greater than ever before. A billion dollars ought to be put into railway development in the next twelve months for enlarged terminals, greater power, and increased equipment.

A NEW SPIRIT OF SERVICE

In the production of raw materials and their manufacture into the things needed directly or indirectly for the prosecution of the war new capital must be provided. It will be of no avail to provide the Government with funds with which to buy the products of industry unless we likewise provide the industries themselves with the capital necessary for their development.

In stimulating the industrial processes of the Nation we must not ignore the necessity for providing a constant flow of new capital for public utilities—light, heat, power, urban and interurban transportation—whether under the direct control of the people through municipal governments or their indirect control through public companies. Factories cannot be run without power; workmen cannot perform their tasks efficiently and promptly without means of getting quickly to and from their work; all these necessities of modern life which we have come to designate as public utilities are essential to National efficiency.

It is not "business as usual" that must be our watchword during the great war, but business quickened by a new and higher spirit of National service.

Free Booklets for Investors

Many of the investment bankers publish booklets and literature for the information of prospective investors. The following is a list of booklets which may be obtained by writing to the investment houses issuing them, mentioning The Outlook, or by writing direct to the Financial Editor of The Outlook:

"Is Index Return an Index of Safety?" also monthly booklet "Bond Topics"—Combination O-315. A. H. Bickmore & Co., 111 Broadway, New York.

Farm Mortgages—List No. 58. A. G. Danforth & Co., Washington, Ill.

First Mortgage Real Estate Bonds—6 Per Cent. Booklet. Federal Bond and Mortgage Company, 901 Griswold Street, Detroit, Mich.

Profit-Sharing Timber Bonds—Booklet T-214. James D. Lacey Timber Company, 332 South Michigan Avenue, Chicago, Ill.

Booklet—"The Dairy Farm Mortgage." Markham & May Company, 1226 First National Bank Building, Milwaukee, Wis.

Partial Payment Combinations—Circulars M 48 and T 48. John Muir & Co., 61 Broadway, New York.

Descriptive Circular—The National City Company, National City Bank Building, New York City.

Circular No. 995 Z, Peabody, Houghteling & Co., 10 South La Salle Street, Chicago, Ill.

Partial Payment Plan—Booklet 30-B. Sheldon-Morgan & Co., 42 Broadway, New York City.

SAFETY 6%

Your money will earn 6% with safety if invested in Federal First Mortgage Real Estate Bonds. These bonds are secured by new, well located, income-producing properties in Detroit.

FEDERAL BOND & MORTGAGE COMPANY, INC.

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THE KEY TO SAFE INVESTMENT.

FEDERAL BOND & MORTGAGE CO.

"Detroit's First Mortgage House"

HARRY W. FORD, President

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Dairy Farm Mortgages

IN THESE TIMES, YOU CAN AFFORD ONLY THE BEST SECURITY AND A YIELD COMMENSURATE WITH SAFETY

Send for convincing information and literature

Markham & May Company

FARM MORTGAGE INVESTMENTS

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MILWAUKEE, WIS.

If you are interested in Farm Mortgages write us for particulars regarding

DANFORTH FARM MORTGAGES

They have stood the test of time. Interest paid promptly when due.

No foreclosures in nearly sixty years.

You can safely invest any amount.

Ask for List No. 58

A·G·Danforth·&·Co

BANKERS Founded A.D. 1858

WASHINGTON ILLINOIS

Partial Payment Combinations

Diversified Partial Payment investment makes it possible for the man saving and investing $15 or more a month to apply the same principles to his purchases of standard securities as have proved a good guide for large investors.

We have outlined in detail a number of Partial Payment suggestions which can be used to meet your requirements. You will find suggestions outlined to suit people with small or large incomes who desire to practice investing while they save.

Send for Circulars M 48 and T 48

John Muir & Co.

SPECIALISTS IN

Odd Lots

Members N. Y. Stock Exchange

Main Office, 61 Broadway, N. Y.

New York, N. Y. Brooklyn, N. Y. Newark, N. J.

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THE GUARDS CAME THROUGH

BY SIR ARTHUR CONAN DOYLE

Men of the Twenty-first,
Up by the chalk pit wood,
Weak with our wounds and our thirst,
Wanting our sleep and our food.
After a day and a night—
God, shall I ever forget!
Beaten and broken in the fight,
But sticking it yet.
Trying to hold the line,
Fainting and spent and done,
Always the thud and the whine,
Always the yell of the Hun!
Northumberland, Lancaster, York,
Durham and Somerset,
Fighting alone, worn to the bone,
But sticking it, sticking it yet.

Never a message of hope!
Never a word of cheer!
Fronting Hill 70's shell-swept slope,
With the dull plain in our rear.
Always the whine of the shell,
Always the roar of its burst,
Always the tortures of hell,
As waiting and wincing we cursed
Our luck and the guns and the Boche,
When our corporal shouted, "Stand to!"
And I heard some one cry, "Clear the
front for the Guards!"
And the Guards came through.

Our throats they were parched and hot,
But, Lord, if you heard the cheers!
Irish and Welsh and Scotch,
Coldstream and Grenadiers.
Two brigade, if you please,
Dressing as straight as a hem,
We were down on our knees
Praying for us and for them!
Praying with tear-wet cheek,
Praying with outstretched hand,
Lord, I could speak for a week,
But how could you understand!
How should your cheeks be wet,
Such feelings don't come to you.
But when can me or my mates forget
When the Guards came through!

"Five yards left, extend!"
It passed from rank to rank,
Line after line, with never a bend,
And a touch of the London swank.
A trifle of swank and dash,
Cool as a home parade,
Twinkle and glitter and flash,
Flinching never a shade,
With the shrapnel right in their face
Doing their Hyde Park stunt,
Keeping their swing at an easy pace,
Arms at the trail, eyes front!
Man, it was great to see!
Man, it was fine to do!
It's a cot and a hospital ward for me,
And I'll tell 'em in Blighty, wherever I be,
How the Guards came through.

—*From the London "Times."*

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